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Shamshui	6.50	9.25	10.40	11.50	12.10	1.25	2.40	3.55
Yau Ma Tei	7.00	9.35	10.50	12.00	12.20	1.35	2.50	4.05
Yau Ma Tei	7.10	9.45	11.00	12.10	12.30	1.45	3.00	4.15
Yau Ma Tei	7.20	9.55	11.10	12.20	12.40	1.55	3.10	4.25
Yau Ma Tei	7.30	10.05	11.20	12.30	12.50	2.05	3.20	4.35
Yau Ma Tei	7.40	10.15	11.30	12.40	13.00	2.15	3.30	4.45
Yau Ma Tei	7.50	10.25	11.40	12.50	13.10	2.25	3.40	4.55
Yau Ma Tei	8.00	10.35	11.50	13.00	13.20	2.35	3.50	5.05
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Shamshui	7.30	8.05	10.35	11.40	12.00	1.15	2.30	3.45
Shamshui	7.40	8.15	10.45	11.50	12.10	1.25	2.40	3.55
Shamshui	7.50	8.25	10.55	12.00	12.20	1.35	2.50	4.05
Shamshui	8.00	8.35	11.05	12.10	12.30	1.45	3.00	4.15
Shamshui	8.10	8.45	11.15	12.20	12.40	1.55	3.10	4.25
Shamshui	8.20	8.55	11.25	12.30	12.50	2.05	3.20	4.35
Shamshui	8.30	9.05	11.35	12.40	13.00	2.15	3.30	4.45
Shamshui	8.40	9.15	11.45	12.50	13.10	2.25	3.40	4.55
Shamshui	8.50	9.25	11.55	13.00	13.20	2.35	3.50	5.05
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PENIS, AND ALL AFFECTIONS OF THE

EXTERNAL GENITALS, AND ALL AFFECTIONS OF THE

INTERNAL GENITALS, AND ALL AFFECTIONS OF THE

REPRODUCTIVE SYSTEM, AND ALL AFFECTIONS OF THE

URINARY TRACT, INCLUDING GONORRHOEA,

BRITAIN'S BUSINESS.

BALANCING THE LEDGER AND
LOOKING INTO THE FUTURE.

AN AMERICAN VIEW.

Writing recently in the *Christian Science Monitor* of Boston, Mr. Frank Plachy, Jr., commented upon the present condition and immediate future of British industry. He observed that the visitor to the industrial centres of Great Britain who goes without preconceived ideas and with an open mind on the question of whether or not Britain is "done" is apt to find himself embarrassed by the amount of evidence that the country is neither gone nor going but, on the contrary, is merely beginning the development of its tremendous domestic and foreign resources. It is true there are a small number of writers and speakers who declare that everything is going to the dogs, but the great rank and file of the people, whether workers or employers, are soberly confident that the country is on a definitely upward trend. It seems to the present writer that this is a conclusion with which any fair-minded observer must agree.

The best antidote for any feeling of distress about the future of Great Britain is to take a post-war atlas, open to the map of the world, and see how much of it is coloured red; the amount of territory under British control will be amazing. Then consider the natural resources they contain on the side of the ledger and the potential consumptive requirements of the world's peoples on the other, with the shipping and the work-shops of Britain as the machinery to bring supply and demand together.

CREDIT AND FINANCE.

The British not only have the physical machinery to supply these wants and incidentally raise the world's standard of living, but they can supply something less tangible but equally important, credit and finance, by which the entire enterprise gets into activity. There can be no doubt that the world is steadily achieving stability, and that consumptive demands begot more consumptive demands, so that the ball of commerce grows steadily larger when it rolls the right way, as it seems to be doing at last. It has recently been calculated in Canada that it would take 10 years for that country to refill the store shelves of Russia if the Russians can get their own affairs straightened out. How busy Britain's workshops would be in filling the requirements of her own and her overseas customers in a genuinely peaceful world it would require a strong brush to paint.

The traveller through Britain's industrial sections finds it hard to account for the fact that the British are stubbornly opposed to progress merely because it means change. On the contrary, it is impossible not to be impressed with the fact that they are up and coming. Any thing that affects the British textile industry affects the Empire itself. When artificial silk appeared on the industrial horizon the British were quick to see its possibilities, not only by itself but combined with cotton and wool. They were certainly not caught asleep that time.

Their genius in textiles has been aided by two often overlooked factors, the remarkably favourable influence of the Lancashire climate and the skill acquired by generations of Lancashire workers. This textile manufacturing ability extends to textile machinery, in which Britain leads the world. Another evidence of improvement is the electrification plan soon to go into operation. Britain has no water power, but it is a compact country with good and cheap coal resources. By uniting the supply of current, concentrating on the efficient plants and generating the current at the pithead, economies will be achieved that will give British manufacturers power on a cost basis comparable with any country.

FINANCIAL GENIUS.

British financial genius in overseas investments, insurance, foreign exchange and shipping require no more than a reference, and the manner in which foreign borrowers are now seeking the London market again shows that other nations have lost none of their respect for the financial abilities of the British. The fact that British insurance companies are able to acquire larger premium incomes from their United States than from their home business is an interesting sidelight on that branch of finance.

If British investors, 10 years and more ago, had not taken long chances by investing their money in rubber plantations there would be far less rubber in the world than there is to-day, and there would have been no need for the growers to have a Stevenson restriction plan. The success of the British in controlling both rubber and tin, both of which are certain to be high in price for years to come, is fairly good contradiction to those who would list them as an industrial and financial boggyman.

The reputation for quality which British goods have held for generations, and which has been increased by the commercial trend of the past few years in Great Britain, is an asset which will not be lost. British industry in nearly every line is going in more and more for the quality product, leaving mass production to Germany, Japan and other countries. A good, fair price for an article whose quality can not be questioned seems the logical policy for Great Britain and it is being followed.

The British Industrial Fair, held jointly at London and Birmingham during the last two weeks of February of this year, much larger and in every way more creditable than any of its predecessors, and is an impressive answer both as to any lack of originality, quality or beauty in British industrial products.

The truth is that Great Britain has been putting her house in order, and has had to pay the inevitable economic price for errors made during the war. Getting back to the gold standard was a difficult but necessary move, and its burdens have been cheerfully borne. In spite of the fact that the British taxpayer is paying interest amounting to between \$125,000,000 and \$160,000,000 on debts contracted by the Allies in the late war, he is paying up the American debt on the date it is due, "for the simple reason," as one observer phrased it, "that he has borrowed the money."

And if there is any desire among responsible British to have that debt forgiven by the United States, the present writer has found no evidence of it.

But when you talk to British manufacturers, exporters and business men in general, you get an indomitable feeling that under the resources and the experience acquired in two centuries of world trade they are counting something deeper still, something in which they have the utmost confidence—their own straight-forward moral integrity of purpose.

(Continued on next column.)

BETTING TAX WORKABLE.

REPUTABLE FIRMS READY TO AID
COLLECTION.

ONLY £250,000 ON RETURN OF
£170,000,000.

Opinions expressed to *The Weekly Dispatch* show that important and reputable firms of bookmakers are convinced that the betting tax will become law and that they are making arrangements to co-operate with the officials in its collection.

Mr. Churchill has made it clear in his speeches that he expects a 5 per cent. tax to yield £20,000,000. He bases his figure on returns made to him to the effect that the turnover of legal betting is at least £170,000,000.

By knocking off £250,000,000 for bets laid off and for evasions, the taxable amount is £190,000,000 which would yield the figure named by the Chancellor. Mr. Churchill stated in his Budget speech that £250,000 is now being gathered in from the incomes of bookmakers, and a certain amount has been collected every year from the profits of illegal bookmaking.

TAX RETURN SMALL.

A surprise has been expressed in certain quarters that so small an amount as £250,000 should have been collected on the turnover of £170,000,000, and the questions are asked: Is the estimate of turnover too great or the figure of collected income tax too little? A tax surveyor, discussing the matter, pointed out how difficult it was to get bookmakers to work on.

If the £170,000,000 estimate is anywhere near the mark, all I can say is that the quarter of a million tax paid is a very poor amount," he said. "It represents about one-eighth per cent. of the turnover. Either there is a lot of evasion, or bookmakers are fortunate enough to obtain a wide margin of advance for expenses."

So far as the collection of the tax is concerned, I do not think it will prove very difficult. True, there will be obstacles, but these will be overcome after a few months' working. Firms of standard standing, and their returns must be accurate and truthful if they wish to be immune from the heavy penalties which will follow the discovery of false returns."

MUCH EVASION.

On the other hand a chartered accountant who has dealt with the income-tax returns of many bookmakers for a number of years declared that there will be an enormous amount of evasion among the rank and file of legitimate bookmakers.

"As it is," he said, "I am convinced that a large number of bookmakers do not pay their share of income tax. I can tell, from the legitimate returns I make for clients, that the average bookmaker makes his business pay handsomely. That being so, I think Mr. Churchill's figure of a quarter of a million tax collected is a very meagre contribution from this rich community."

"Unless the penalties for evasion are made very severe—more severe than they are at present—I believe that a certain proportion of bookmakers will deliberately dodge the tax. If their returns are questioned they can easily say, 'There are my books, check them.'"

"I can assure you that the task of checking such accounts as some bookmakers keep would be long and tiresome."

production to Germany, Japan and other countries. A good, fair price for an article whose quality can not be questioned seems the logical policy for Great Britain and it is being followed.

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CANADA AND AVIATION.

NEARLY NINE THOUSAND MILES
MAPPED IN ALBERTA.

One of the outstanding features of aerial photography is its wide field of application as an aid in the development of the natural resources of the country, says a report by the Topographical Survey Department of the Interior for Canada. In the Province of Alberta during the past year, using only one airplane, over 8,000 square miles of territory were successfully photographed. The work was carried out from the High Level air base by the Topographical Survey in co-operation with the Royal Canadian Air Force and consisted principally in obtaining vertical overlapping photographs from an elevation of slightly over two miles.

The major portion of the work done was in connection with land classification, forest investigation and mapping surveys in the district between Edmonton and Athabasca covered by the Victoria sheet of the Section Map of Canada, and that covered by the Fort Assiniboine sheet to the west. The previous season's experiments showed that, with the photographs available, the mapping work was so facilitated that the examiners could confine their attention almost entirely to the examination and interpretation of the soils and surface cover, thus greatly expediting the work, at the same time obtaining more reliable results.

The photographs showed in great detail all the features of the ground, the exact areas and boundaries of bush lands, swamps, sandy areas, the courses of rivers and streams with their innumerable windings and the roads and other features of importance. These photographs were mounted and assembled in book form for each township and on them were marked the boundaries of each quarter-section or farm unit. The books were taken right into the field and the examiners made their notes on the photographs in proper position from ground study.

The party, without the use of the photographs, in previous years, was able to examine and map on the average 600,000 acres each season. With the aid of the photographs this party completed 1,178,000 acres, or an increase of 96 per cent. Not only were the results more complete and more detailed, but the photographs are still available for rendering similar service to the geologist, forester and others interested in the development of the district.

Another operation of considerable importance was the photographing of the Saskatchewan River Valley and adjacent country from west of Edmonton upstream to its junction with the Clearwater River. These photographs were required for the purpose of studying and correlating the coal seams of the district and making other geological investigations. The great assistance rendered to the geologist by these photographs has been reported by Dr. Allan of the University of Alberta, under whose direction the investigations were carried out.

The other work done in this Province consisted principally of photographing the Buffalo Park at Wainwright. The purpose was to obtain at small expense and without expenditure of time a map of the park for administrative purposes.

The success of these operations carried out in conjunction with the ground investigations gives promise of great assistance to geologists, examiners, foresters and others connected with the development of the resources in enabling them to concentrate their energies on the investigation in hand, having at the same time a detailed and comprehensive view of the whole area under consideration. The elimination of the mapping, leaving only the interpretation and study, should greatly expedite the investigations, says the report.

A result which constitutes a record in aviation was achieved in connection with the above work. The officers of the air force were successful in photographing the entire district in parallel strips ninety miles long with very few gaps and no waste overlapping. This was done over territory a large portion of which is in forest reserves hitherto unmapped.

GOLD COAST'S WORLD-WAR CONTRIBUTIONS.

The last instalment of the contribution of £200,000 voluntarily offered by the Gold Coast towards the cost of the war is to be paid to the Treasury immediately. This decision of the Colony is the subject of appreciation by the Chancellor of the Exchequer and the Lords of the Treasury in a Minute which was presented to Parliament recently, and has been ordered to be forwarded to the Under Secretary of State, Colonial Office, for transmission to the Gold Coast Government.

"The Gold Coast contribution towards the cost of the war took the form of £200,000, payable by annual instalments," the Minute states, "and of this sum £140,000 will have been received under the existing arrangements by the end of the present financial year. The Colony has now offered, in addition to paying the whole of certain outstanding advances from the Exchequer, to pay over the whole of the outstanding balance of £60,000 forthwith."

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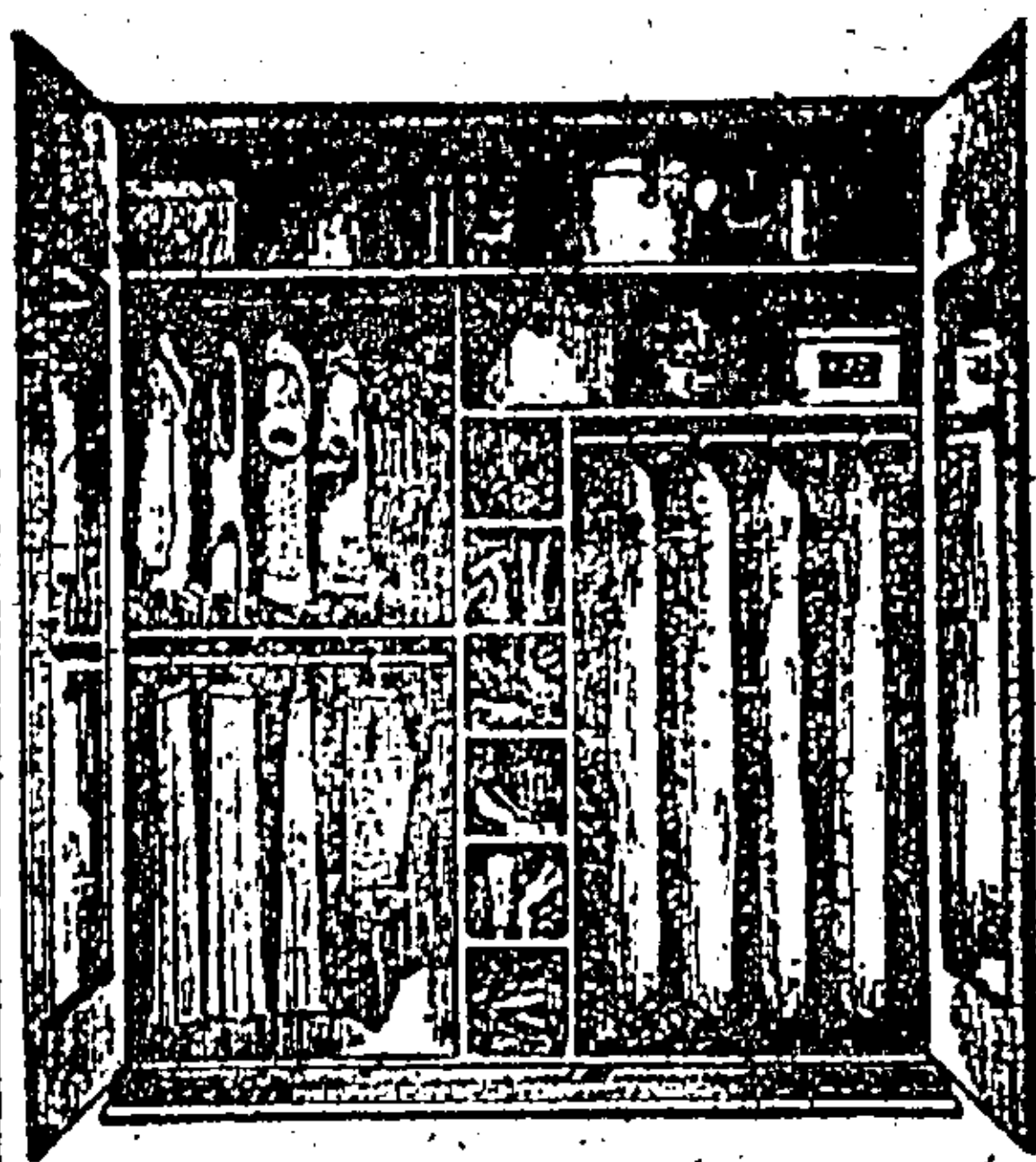
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ABYSSINIA OF TODAY

"A STANDING TEMPTATION TO THREE POWERS."
SPHERES OF INFLUENCE.

Abyssinia, with an area twice the size of Germany and virtually untapped resources, offers a standing temptation to three Powers—Great Britain, France, and Italy—who hold all the surrounding territory. But only once has her independence been seriously challenged, with results disastrous to the Italian army which undertook it, and which suffered the bloodiest defeat ever inflicted upon modern by native troops. The absolute independence of Abyssinia, which the Italians were forced to recognise in 1896, has never since been formally challenged. But the Emperor Menelik, who thus signally asserted his sovereign rights, was fully alive to the possibilities of exploiting his country through foreign agencies, and granted railway and other concessions to French, British, and Italian interests. The usual complications followed and in 1906 a tripartite Convention was signed between these three Powers, which, while pledging them to maintain the "integrity" of Abyssinia, also bound them to recognise each other's rights over existing concessions and not to push future claims to the disadvantage of each other. In language which was doubtless intentionally obscure the Convention also recognised certain parts of Abyssinia as spheres of interest—that is to say, as areas in which one or other of the three Great European Powers occupied a privileged position as compared with the other two. In all this there was nothing unusual. It was, in fact, typical of the methods by which the Great Powers at that time sought to regulate their conflicting ambitions without coming to loggerheads with one another and without too obviously or suddenly encroaching upon native rights. In the course of time circumstances could be trusted to give them an opportunity to convert a "special interest" into a more definite title of sovereignty, and perhaps of ultimate sovereignty.

That was the old method, and it is perhaps fair to add that there was not at that time any other machinery by which the restless imperialism of the Great Powers could be satisfied without provoking a clash between them. It was a choice between unbridled rapacity and at least the appearance of ordered "development." But it is a different matter if the Great Powers intend to pursue the same policy to-day and to assume the absolute validity of pre-war Conventions which contemplate the ultimate division between them of territory belonging to others. The news that Great Britain and Italy have further defined the spheres of influence which they enjoy over Abyssinia under the Convention of 1906 raises the question for the first time in an acute form. It is not made the less acute by Signor Mussolini's recent speeches claiming a larger colonial future for Italy in Africa. The purpose of these speeches had been raising lively speculations, but the Anglo-Italian Convention doubtless supplies the authentic key. Abyssinia is to be the first outlet for Signor Mussolini's imperialistic ambitions. And our own Government is to be the aider and abettor, seeking, no doubt, partly to placate Signor Mussolini and partly to control the Blue Nile waters, which flow through some hundreds of miles of Abyssinian territory. In the sacred name of development each country is to give the other a free hand in dealing with somebody else's property. Where, then, does France come in? France, of course, will not be forgotten. She will perhaps get her price in the hinterland of French Somaliland. And where does the League of Nations come in? Not much difficulty seems to be expected there either. The League, it seems, is to be presented with a memorial explaining the incompetence of the Abyssinian Government and the ready welcome it will give to foreign "protection."

Abyssinia is not only a sovereign State but a member of the League of Nations. She has, therefore, the right to appeal to the League against any threat to her integrity. But if she chooses to forgo this right and to acquiesce in what will amount to a limitation of her sovereignty (although this intention is, of course, officially denied) it certainly will be difficult for the League of Nations to intervene. The broad result may be much the same as if the League of Nations did not exist, and the old scramble for African possessions may be renewed by the Great Powers under the forms of the League with almost the same danger to themselves as they ran before the war and certainly with no less to the native States of Africa. But the League of Nations can and ought to see to it that the Abyssinian Government really makes a free choice and is not being cajoled or browbeaten into giving away what it does not want to give. A Reuter telegram speaks of the "concessions of an economic nature" which Italy and Great Britain "had long demanded from the Abyssinian Government," and which "were envisaged in the tripartite agreement of 1906." But that agreement has no validity as against Abyssinia. It was a prospective sharing of the spoils to which Abyssinia was not a party. And by what kind of pressure are these demands now being backed? If Abyssinia were a mandated territory the League would have to safeguard the well-being of its people. Its development would be a "sacred trust of civilisation." The obligations of the League towards one of its members can hardly be less than its obligations towards a mandated territory. Yet it seems to be assumed before the war and allocating "special rights" to themselves in territory over which they had no legal claim the Great Powers can now proceed, with only formal reference to the League, to the first steps in the dismemberment of a country whose integrity and independent sovereignty they profess to uphold.—*Manchester Guardian.*

OUR "FRENCH PROBLEM."

THE RIDDLE OF OUR GALIC NEIGHBOUR.
IS IT INSOLUBLE?

Recently Professor Gilbert Murray, writing in the *Manchester Guardian* asked, with reference to our relations with France, "Why does one like them so, and why is it so impossible to get on with them?" That is the question in the minds of most Englishmen after spending a week or a year or even half a lifetime in Paris. And there must be some answer to it.

For one thing, it is in politics and business that one cannot get on with them; it is in society and art and literature that one likes them. I suppose the truth is—if one may exaggerate the contrast for the sake of clearness—that we are business men and administrators; they are artists. Observe a typical English and French statesman making a speech. The Frenchman will, of course, make a vastly better speech; an artistic speech, well phrased, well reasoned, with humour at the beginning and motion at the end; and he will sit down amid general applause with a clear conscience, feeling that his duty is done. The typical Englishman will begin by saying "Er," he will probably say it a great many times. He will take care to state the particular thing that he wants stated, but there will be no form or beauty about it because such things are not in his range, but chiefly because he is not really thinking about his speech but about the policy to which it is intended to lead. He sits down thinking about the next step.

In Paris there is art everywhere. Students from all the world troop to Paris to study art, just as they go to London to study economics. And well they may. The whole city is full of the vistas, the gardens, the palaces and the monuments seem to be the work of a people that understands them and is proud of them. Talk to a connoisseur at any old and interesting house, and you will find him full of its history and of anecdotes about its famous denizens, and ready to swear that it is the finest house of its style in Paris. Watch any social ceremony. At all the critical junctures, when we are stable and do not know what to say, they have the right phrase ready to the right moment, and turn the introductions and apologies and votes of thanks into occasions of artistic enjoyment. "Are they sincere?" You might as well ask whether a graceful bow is sincere in a drawing-room, or an elegant service sincere on a tennis-court. It is not a question of sincerity or insincerity; it is a question of doing a difficult thing with grace or without grace.

Then they are so much more intellectual than we are. The French read books. Not merely the current novels, as our people do, but real books; histories and memoirs and poetry. They read Pascal and Pasteur and Chateaubriand and Racine and Moliere; and I have just seen two shop windows full of translations of Plato. True, they do not read books on industrial history and prices, wages and profit-sharing and the gold standard, as our working class does. I fancy it would make them sick if they did. They cannot be bothered with economics; and consequently their economics are behind the times by a century or so.

THEIR POLITICS AS MELODRAMA.

Their politics generally have something of the seventeenth century. The square outside my window is full of the posters of local election which is not yet decided. There are ten parties; of whom, judging by the posters, about six appear to be, by ordinary standards, sane. But those have all been defeated on the first ballot, and only the Reactionaries and the Communists are left in the field. They have only a short time in which to express their opinions of one another; but there is already not much left unsaid, and the posters all read like melodrama. Perhaps the fact is that, unless there is drama in them, they cannot be interested in politics. When an ordinary English Liberal—a *Manchester Guardian* Liberal—talks about politics, he is generally thinking of some scheme, wise or unwise, for improving ordinary social conditions: about Free Trade, or family endowment, or education, or some international co-operation for good objects. When a Frenchman talks of politics he means the European conspiracy, or the latest Fascist murder in Italy, or the military value of German factories, or even, with increasing gusto, of the secret understanding of Abdol Krim and the Pope with Lloyd George, or whether the fall of the franc is due to the passionate and unanimous attachment of the Governors of the Bank of England to a certain exiled princess. There is some fun about politics of that sort. And, besides, they do not call for any wearisome study of their own history, or the history of their Britisher, except in the yellowest newspaper, never shows any concern about these conspiracies. He never believes in them when he is told about them. The Frenchman stands wondering whether we are really so simple or whether in reality, like other criminals, we are merely denying our own crimes.

BOMBAY'S NIGHT CLUBS.

TURKISH BATHS DISAPPROVED BY SOCIAL WORKERS.

A number of social workers and one police officer, interviewed by a *Daily Mail* representative, in the course of enquiries into night clubs, which have appeared in Bombay some time now agreed that night clubs did not make for good, and disapproved of the concession given them to sell liquor till a later hour than ordinary clubs and shops.

One social worker, thought Turkish baths more dangerous. She suggested a strict surveillance of clubs and the prohibition of the employment of girls in baths.

Anything to combat night clubs, they all agreed, should not be attempted till a full investigation was made and full proof collected.

But they are also more internationalist. We do not in the least degree hate foreigners; but that is largely because we so seldom think about them. Paris is always thinking about them, despising them, attracting them, welcoming them, resenting them, and teaching them. She loves and helps those who come to her recognising her as "La Ville Lumière," the intellectual capital of Europe. The intellectual rebuilding of Europe is of little account to England. Who in England knows or cares that the Rumanian Government having no money, the peasants themselves elbowed together to give so many days work to build elementary schools, and have actually built nine thousand of them? That sort of thing may leave Sir Austen Chamberlain and Mr. Bland or Herriot. And consequently the French Government out of its poverty contributes a building and two million francs a year to the cause of international intellectual co-operation, while Great Britain and the Dominions, in their comparative prosperity, vote solidly against the spending of any money at all on such an unimportant and shadowy object!

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FURTHER PROCEEDINGS.

THE CHARGE AGAINST A CHINESE ENGINEER.

TURNING SWORDS INTO PLOUGHSHARES.

Lai Tak, the master of the Lin Lee engineering shop at No. 353, Declaration Street, Mongkok, who is being charged with possession of six dismantled cannon and spare parts was yesterday again before Mr. J. H. B. Nihill, at the Kowloon Magistracy.

The defendant continued his evidence. Replying to Mr. Somerset Fitzroy (his Counsel) defendant said that it was his intention to convert the small gun, which had been brought to him as a model into a machine for extracting pea-nut oil by water power. One of the men who ordered the machines had taken away the original plan, and it had never been returned to witness. He denied having told an interpreter that he had said that the machines had been ordered by a man from Macao. He contended that what he said was, that the machines were to be used in Macao.

A DEMONSTRATION.
At this stage Mr. Fitzroy said that he desired to demonstrate with the machine in Court, as to how the oil was extracted. The machine was fixed on two blocks of wood below the Magistrate's seat. It was connected with another water-filled box-like contrivance, fitted with a handle, by a long tube. A number of biscuits which had been made from pea-nuts were inserted in the "breach" of the machine, and a man manipulated the handle. Pressure went up to 1,900 pounds, and the oil flowed through two small taps affixed underneath the machine.

After the demonstration was concluded His Worship expressed doubt as to whether the contrivance was commercially sound. It all depended, he said, on the question of time and labour.

Mr. Fitzroy said that there was an identical machine in a Chinese shop over the roadway from the Court. He had seen the machine working and the results produced were not as good as those of the machine in Court. Counsel further contended that the defendant had only made the machine for someone else. He was not concerned whether it was commercially sound or not. He had merely contracted to make it.

His Worship thought that such a big machine should crush a large quantity of pea-nuts in a short time.

HAD NEVER SEEN A CANNON.
Replying to Inspector Pincoff, who prosecuted, witness denied that he knew the machines he was making were cannons.

Inspector Pincoff: The plan which you have produced is only "eye-wash"!

No.
It was only made up in case any person found the cannons!—No; I have been in Hongkong for thirty years. I know the making of a gun is against the law, but I have never seen a cannon.

You had a plan for turning the cannons into oil-machines in case you landed in the position in which you find yourselves now!—That is not so.

His Worship: The suggestion is that you turned a sword into a ploughshare according to plan!—I don't know what a cannon is.

The persons who ordered these machines made no mention about guns to you!—No.

They didn't say that they wanted guns to put on junks as a protection against pirates!—No.

But you must admit that anybody who saw one of the exhibits would take it to be a cannon!—I have never seen a cannon. I don't know what a cannon looks like. (Laughter.)

His Worship asked witness if he had ever been to the Water Police Station, where there were two small cannon outside. Witness replied in the negative.

Do you seriously say that you do not know what a cannon looks like?—Yes. I have never seen one in Hongkong.

Inspector Pincoff suggested that witness might have been to Kowloon City, where several dismantled cannon were on view in an old fort. Witness agreed that he had been to Kowloon City, but reiterated that he had never seen a cannon.

An employee of defendant's gave evidence concerning the visits of the men who had ordered the machines.

At this stage the case was adjourned until this afternoon. His Worship informed Mr. Fitzroy that he would inspect the machine which had been referred to.

THE ROYAL BANK OF CANADA.

The Directors of the Royal Bank of Canada, at the bank's fifty-seventh Annual General Meeting, held in Montreal, stated in the course of their report—

PROFIT AND LOSS ACCOUNT.

Balance of profit and loss account, 1925 (November 1, 1925) 1,143,508.90

Profits for the year, after deducting charges of management, accrued interest on deposits, full provision for all bad and doubtful debts and rebate of interest on unmatured bills 4,081,928.42

Appropriated as follows: Dividends Nos. 180, 181, 182, and 183 at 12% per annum 2,563,000.00

Bonus of 2% to shareholders 498,000.00

Transferred to officers' pension fund 100,000.00

Appropriation for bank premises 400,000.00

Reserve for Dominion Government taxes, including war tax on bank note circulation 420,000.00

Balance of profit and loss carried forward 1,949,435.38

REVENUE FUND.

Balance at credit 19th November, 1925 20,400,000.00

Premium on new capital stock issued to Union Bank of Canada shareholders 4,000,000.00

Balance at credit 30th November, 1925 24,400,000.00

The assets of the bank have been, as usual, carefully revalued, and ample provision made for all bad or doubtful debts.

On February 2nd last we purchased, for cash, the entire capital stock of the Bank of Central and South America. Through this purchase we have acquired, on advantageous terms, the valuable business which this bank controlled in Colombia, Peru, Venezuela and Costa Rica.

On May 2nd we concluded an agreement with the Directors of the Union Bank of Canada to purchase that bank for a consideration of 40,000 shares of our stock. The agreement was ratified by the shareholders of both banks on July 21st. The approval of the Governor-in-Council was obtained in due course, and the transfer was made on September 1st. By this transaction we have acquired on satisfactory terms, assets valued at approximately \$100,000,000, and valuable business connections, particularly in Western Canada.

After closing fifty-one branches where The Royal Bank of Canada were already represented, the purchase of the two banks mentioned resulted in an increase of 208 branches. In addition thereto, four branches have been opened during the year and twenty branches have been closed.

The Head Office and branches of the bank have been inspected as usual during the year.

On July 14th Mr. James Redmond, who had been a member of the Board since 1905, tendered his resignation owing to his continued residence abroad. It was accepted with regret.

On September 1st Messrs. W. R. Allan, R. T. Riley, Stephen Haas, John H. Price and W. H. Malkin, who were formerly Directors of the Union Bank of Canada, were added to our Board.

Your Directors desire to express their appreciation of the efficient manner in which the officers of the bank continue to perform their respective duties.

RUBBER MARKET.

DIVIDENDS AND QUOTATIONS.

At the annual meeting of the Allenby Rubber Company, the Chairman after announcing the Final Dividend of 20% making 50% in all for the year, remarked that the prospects for the current year are reasonably bright and the Directors hope to continue the policy of paying regular quarterly dividends. The crop is estimated at 420,015 lbs. Of this 138,830 lbs. have been sold forward at an average price of 83.71 cents per lb. These sales will realise in all a sum of \$118,256 and the total cost of revenue working for the year is expected to come to \$90,000.

DIVIDENDS DECLARED.

Tapah Rubber Estates Limited.—10% Interim for the year 31st December, 1925: 1926: 1927: 1928: 1929: 1930: 1931: 1932: 1933: 1934: 1935: 1936: 1937: 1938: 1939: 1940: 1941: 1942: 1943: 1944: 1945: 1946: 1947: 1948: 1949: 1950: 1951: 1952: 1953: 1954: 1955: 1956: 1957: 1958: 1959: 1960: 1961: 1962: 1963: 1964: 1965: 1966: 1967: 1968: 1969: 1970: 1971: 1972: 1973: 1974: 1975: 1976: 1977: 1978: 1979: 1980: 1981: 1982: 1983: 1984: 1985: 1986: 1987: 1988: 1989: 1990: 1991: 1992: 1993: 1994: 1995: 1996: 1997: 1998: 1999: 2000: 2001: 2002: 2003: 2004: 2005: 2006: 2007: 2008: 2009: 2010: 2011: 2012: 2013: 2014: 2015: 2016: 2017: 2018: 2019: 2020: 2021: 2022: 2023: 2024: 2025: 2026: 2027: 2028: 2029: 2030: 2031: 2032: 2033: 2034: 2035: 2036: 2037: 2038: 2039: 2040: 2041: 2042: 2043: 2044: 2045: 2046: 2047: 2048: 2049: 2050: 2051: 2052: 2053: 2054: 2055: 2056: 2057: 2058: 2059: 2060: 2061: 2062: 2063: 2064: 2065: 2066: 2067: 2068: 2069: 2070: 2071: 2072: 2073: 2074: 2075: 2076: 2077: 2078: 2079: 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Mackintosh
MEN'S WEAR SPECIALISTS
ALEXANDRA BUILDING. DES VOEUX ROAD

THE KAILAN MINING ADMINISTRATION
DODWELL & CO., LTD., Agents, Hongkong.

Last night's weather report, forecast and remarks by the Royal Observatory stated:—
The typhoon is now in the vicinity of Nemuro. An anti-cyclone lies over the Eastern Sea, and a depression covers Tongkong.
Local forecast:—East winds, fresh moderate, overcast, occasional rain.

MILITARY ACTIVITIES.

KUOMINTANG IN THE ASCENDANT.

THE UNCEASING SEARCH FOR MONEY.

(FROM OUR CHINESE CORRESPONDENT.)

Referring to the victorious reports from Hunan which state that the Kuomintang troops have driven their opponents from Hengchow and other localities, the Kuomintang in Canton predict that they will soon regain the whole Province and reach the Yangtze.

It is also announced that the troops favouring the Kuomintang in Fukien will shortly take the initiative there in order to drive out the Northerners who now hold the dominant position.

Other reports in circulation state that Chekiang and Kiangsu will not help Marshal Wu Pei-fu and that General Sun Chuan-fang, of the Lower Yangtze provinces will side with the Kuomintang.

FINANCE.

The struggle to raise money continues without abatement. The civil officials in Canton will have half their June salaries paid in cash, twenty per cent. in war bonds and thirty per cent. in treasury notes. In addition to an increase of 50 per cent. in the railway tariff, luxury taxes are to be increased by fifty per cent. beginning with places of amusement. Owing to the depreciation in local currency the Kuomintang *tsin* stations are now asking \$1.87 for every dollar due. Many commercial guilds are protesting.

GENERAL CHIANG KAI SHEK.

The Canton Workers Conference, under the auspices of the Labour Division of the Kuomintang, formally opened its session yesterday. Among those who were on the programme to address the gathering was General Chiang Kai Shek. The Workers Conference is the last of the series of meetings arranged by the various Kuomintang organisations.

SUN FO'S THREE APPOINTMENTS.

Mr. Borodin, the Soviet High Commissioner to South China, is said to have approved the appointment of Mr. Sun Fo as acting chief of the Labour Division of the Kuomintang pending the return of Mr. Hu Han-min. At present, therefore, Mr. Sun Fo is filling three positions each of considerable importance: acting Chairman of the Provincial Council during the absence of Mr. Goo Ying-fun; acting Mayor of Canton during the absence of Dr. C. C. Wu and now acting chief of the Labour Division.

It is stated, however, that General Chiang Kai Shek will not allow Mr. Sun Fo to visit General Wu Te-chun who, as is known, is imprisoned in the forts at Bocca Tigris. The general report current is that Wu Te-chun will not be released until his family contribute heavily towards the Northern Expedition Fund.

POSSIBLE EARLY TERMINATION OF THE BOYCOTT.

The foreign and native piece-goods trade suspension, caused by the strike of the *tsin* of shop-assistants of the Piece-Goods Guilds, effective since the Chinese New Year early February this year, has finally come to an end as from June 15th. This will mean that foreign piece-goods, forming an important item of foreign trade in China, as Canton is a port for a large section of the country. The restoration of the piece-goods trade will be followed by a possible early termination of the Canton anti-British boycott.

A Canton Kuomintang organ is responsible for a report that the foreign merchants in the Shamen, were to appoint five representatives to assist in the promotion of an early resumption of trade between the island and Canton and Canton city and Hongkong. Representatives from the Kuomintang Foreign Ministry have been visiting Shamen lately.

GENERAL CHIANG'S ACTIVITIES.

General Chiang Kai Shek is ordering a division from the 4th Kuomintang Army to Hunan to re-inforce General Tang Seng-chi, who has been making progress in regaining his lost territory, according to a Kuomintang communiqué. That General Chiang will give orders to General Li Tsai-hsin, his rival in the Southern capital, is attracting no little attention. The 4th Army is commanded by General Li.

MR. WU TE CHEN'S IMPRISONMENT.

Mr. Sun Fo and Mr. Wu Te-chun, who have been working hard for the release from a military imprisonment of Mr. Wu Te-chun, were, up to June 14th, still silent on the possibility of their success. In Canton, reports have been current that Mr. Wu is to be released on account of the joint effort of the first and the second, Mr. Sun Yat-sen and Mrs. Liao Chung-hui, the most influential women of the Kuomintang.

(Continued on next column.)

THE CANTON PARADES.

AMUSING ALLEGORICAL FIGURES.

FOREIGNERS MIX WITH THE CROWDS.

NO SIGN OF ILL-FEELING.

Hearing the noise of the drums on the river side, writes a Shamen Correspondent, and realising that it was the 5th day of the 5th moon, I wended my way to the City at 9 a.m. to see for myself how things were going.

On the River from Dutch Folly to Shamen there were fifteen or twenty small and large dragon boats bedecked with flags and crowded with rowers. They were racing with one another in fine jovial mood, gesticulating wildly and "egged on" by numberless boat people and spectators on the bank. Such a sight has not been seen in Canton for fourteen years as usually the police have forbidden these carnivals owing to the many faction fights which have resulted from them.

Matsheds had been erected on the Bund for the convenience of the sightseers and whole City seemed to be on holiday.

There were thousands out to view the processions and what struck me most was the gay good humour of the crowds. There were many foreigners to be seen but no one took any particular notice of them. Everybody seemed particularly friendly.

One procession had as its *piece de resistance* a man dressed as a mandarin of the old regime, with queue and formidable moustache. He was walking between two Europeans (Chinese dressed in paper clothes that looked exactly like the latest thing from Bond St.) who were pestering the mandarin to sign some paper. Another member of the procession was carrying a placard on a bamboo pole and as this apparently gave the meaning of the scene I asked a bystander what it was all about. "The foreigners," he said, "are asking the poor official to sign a treaty." The mandarin and the "Europeans" played their parts well. They looked very glum and serious and the crowds thoroughly enjoyed the spectacle.

Then came some Chinese generals, also in paper uniforms, with epaulettes, swords, and paper top boots. They passed without much comment but afterwards there was wild cheering and "hai yabs" as the "peasants" came along. There were coolies armed with brooms, poor boat people with oars over their shoulders and farmers clad in tatters carrying spades and other implements. Their placard, borne aloft on a broom, stated that these were the poor workers who always got the worst of the bargain in this world. "They work most and get least" was the slogan.

Then coming down the French Cathedral Road I saw a big, formidable looking black gun. It was cleverly made with bamboo chips covered with black paper and seen from a distance it looked exactly like the real thing. It was on a platform with wheels and ten men had a hard struggle to drag it along. On the gun was a poster stating "A useless weapon." Following the gun were many strikers and upon their placard was written "This is the weapon we use." Chinese explained all these things to me but they did it without any sign of ill-feeling. The whole procession indeed was regarded simply as great fun.

A year ago many cartoons were posted on the walls and at the street corners in Canton. They were attributed to the Russians and there is no doubt that the Russians were largely responsible for these clever allegorical sections of the press. It was the voice of Jacob but the hand was the hand of Tsau. The Russians may have intended to arouse a public feeling of resentment but if so public feeling of resentment but if so public feeling of the Chinese were amused but among the great mass there was certainly no rancour.

UNIVERSITY DEGREES.

For the first time in its history, the Kwangtung University Faculty of Law, on June 15th, formally recommended to the President of the University to confer upon 31 graduates the degree LL.B.

This university, at one time regarded as the hot bed for the training of Bolshevik propagandists in Canton, was organized some three years ago out of the Higher Normal School, the Canton Government Agricultural College, and the Canton School of Law, all government institutions.

Canton Christian College, however, was the first school in Canton to grant literary degrees, and as early as 1917 it began to confer A.B. and B.S. degrees.

KUOMINTANG DEMONSTRATORS.

No usual incident occurred in connection with the Kuomintang demonstration in Canton on June 14th, but the number of "paraders" and entries to the many events originally announced by the Kuomintang leaders were not so large as had been anticipated, but those participating, formed a large body.

THE POST OF M.O.H.

STATEMENT ON FILLING OF VACANCY.

INCREASE OF SANITARY INSPECTORS DESIRABLE.

GOVERNMENT TO CONSIDER ADDITION TO STAFF.

Several matters of public interest came up at the meeting of the Sanitary Board yesterday afternoon, including the question of filling the post of Medical Officer of Health, recently vacated through the retirement of Dr. W. W. Pearce. Another subject referred to was with regard to the staff of Sanitary Inspectors, it being stated that a large increase in the number of inspectors was desirable to cope with the Department's work, and that the provision of additional staff would be considered by the Government in connection with the 1927 Estimates.

Mr. N. L. Smith (President) was in the chair and others present were the Hon. Mr. H. T. Cressy (Director of Public Works), Dr. W. V. M. Koch, Dr. S. W. Tao, Dr. S. O. Ho, Mr. Wong Kwong Tin, Col. Boylan Smith, and Dr. A. G. M. Severn (acting Medical Officer of Health) and Mr. R. A. D. Forrest (Secretary).

M.O.H. VACANCY.

Dr. Koch, pursuant to notice, asked: "Have any arrangements been made to fill the vacancy caused by the retirement of Dr. Pearce in order that the Department should not suffer from a shortage of Medical Officers of Health at present?"

The President said he was authorised to state that it was proposed to fill the vacancy caused by the retirement of Dr. Pearce as soon as Dr. Pearce's leave expired. Arrangements would then be made to apply for a Medical Officer of Health.

Dr. Koch: That is about five months! The President: Yes, about five months from his retirement in May, but it does not mean that we shall wait until that time has passed to fill the vacancy.

Dr. Koch: I hope not, as it will take some time for a man to be chosen and to get a man out. I would like to know if any changes are contemplated which might be announced as regards the position of Medical Officers of Health in connection with this department and relative to the general medical service. I don't know whether you are authorised to say anything on the subject, but it would be interesting to know if the Government contemplate any changes in the near future!

The President: I think notice should be given of the question, Dr. Koch.

SANITARY INSPECTORS STAFF.

Dr. Koch, pursuant to notice, asked: "As regards the staff of Sanitary Inspectors is the Head of the Sanitary Department satisfied that the present number is sufficient to cope with the increased work in the Colony?"

Is a sufficient number available to allow for Home leave and for sickness? If not, will he state the number required, and make the necessary representations to the Authorities in order to secure an adequate staff?"

The President's reply to Dr. W. V. M. Koch's first question was as under: "I have nothing to add to the terms of my minute of 28th May, 1926, which was laid on the table at the last meeting of the Board. As therein explained the Board in its recommendations for the Estimates for 1926 and 1927 agreed with the opinion of myself and the Medical Officer of Health that a large increase in the number of Inspectors was desirable to cope with the Department's work. The Government was supplied in 1925 with the full departmental minutes upon which was based the Board's estimate of the number required. In its recommendations the Board made full allowance for the incidence of ordinary and sick leave."

The provision of additional staff will be considered by Government in connection with the 1927 Estimates.

Dr. Koch: As a matter of fact we are short-handed at present and I only want to emphasise that.

The President: Yes, Dr. Koch, I gave you all the figures. They were circulated by request.

Col. Boylan Smith: Can you explain why you ask these questions, Dr. Koch. They have already been fully answered by the President.

The President: The second question was, I think, fairly fully answered a fortnight ago. The first one was not.

(Continued on next column.)

THE POLICE COURT.

MAGISTRATE AS COMPLAINANT.

Mr. R. E. Lindell (the Senior Magistrate), was the complainant at the Central Magistracy yesterday, when before Major O. Willson, a Chinese lorry driver was charged with attempting to overtake complainant's car at a corner at Stubbs Road. A fine of \$25 was imposed.

Mr. O. A. Hyder was fined \$5 on each of two charges of failing to notify his change of address and causing an obstruction with his car.

A HARBOUR CHASE.

Before Mr. R. E. Lindell, a Chinese detective told the story of a chase in the harbour on Sunday night, when three men were arrested in a dinghy. Nothing incriminating was found on them, but a charge of being in unlawful possession of the boat was preferred against them. One of the men was also charged with being a returned banished.

On the charge of theft, all three were discharged.

In answer to the other charge, the returned banished said he could not help returning to the Colony, as he was working on a fishing junk.

He was sentenced to nine months' hard labour and 15 strokes with the birch.

PLAYING TRUANT.

John Olson, a seaman, who claimed to be of Swedish nationality, but had been naturalised as an American citizen, pleaded in answer to a charge of vagrancy, that he had no money and was unemployed.

Sub-Inspector Watt said that the man had been in Court before, and was always missing his ship.

He was sent to the House of Detention.

UNWHOLESOME MEAT.

When a coolie was charged with being in possession of meat, which was unfit for human consumption, it was stated that he had been caught in the act of cutting up a carcass of a pig on the Praya, at Kennedy Town, early on Monday morning. When the carcass was examined by the Government Veterinary Surgeon, it was ascertained that the animal had not been slaughtered, but had died.

Defendant pleaded that he had no intention of selling the meat but was merely extracting the fat out of it for oil.

He was fined \$10 or fourteen days.

THEFT QUALIFIED.

In the case in which a Chinese was found guilty of numerous larcenies, when he appeared before Major C. Willson the previous day, a sentence of twelve months' hard labour was passed.

MINUTE RE STAFF.

The following minute by the President re the Staff of Sanitary Inspectors was laid on the table:—

Taking Senior, First Class and Second Class Inspectors as a whole the 1925 strength was 42. In its recommendations for 1926 the Board recommended adding 10 more to this number. The 1926 Estimates were considered at a time of great uncertainty (due to the Strike) and I was told that a 25% increase at such a time could not be contemplated. After discussion 5 additional Inspectors were authorised and appear in the 1926 Estimate; there was however a stipulation that their actual recruitment must depend upon an improved financial outlook this year.

Early this year there were three retirements. One of these has been filled by a local appointment, leaving a shortage of 2 even on the 1925 basis. As this made the Department short handed I induced the Government to cable the Crown Agents for a further 3 trained men from England and these will doubtless soon be sent out.

It will be seen that one of the additional 5 Inspectors who appear in the 1926 Estimates has thus been approved. I propose to wait a month or two before raising again the question of the other four.

The Board has recommended for 1927 a further 5 Inspectors so that if these are approved there will be on paper the 10 excess over the 1925 figure as was originally asked for.

REFUSE DAY REFUSE.

The President proposed that the Board say no reason at present to provide for the removal of house refuse at Republic Bay. Holding that householders there should make their own arrangements for removal of refuse as villagers in the country where no scavenging contract existed had to.

Dr. Tao seconded, and the motion was carried.

On the motion of the President, it was resolved that the application for the registration of a house in Pennington Street, on Inland Lot No. 74 as a dairy be granted.

This was all the business before the meeting.

PURE WATER — THE SCIENCE OF FILTRATION.



"CHEAVINS"

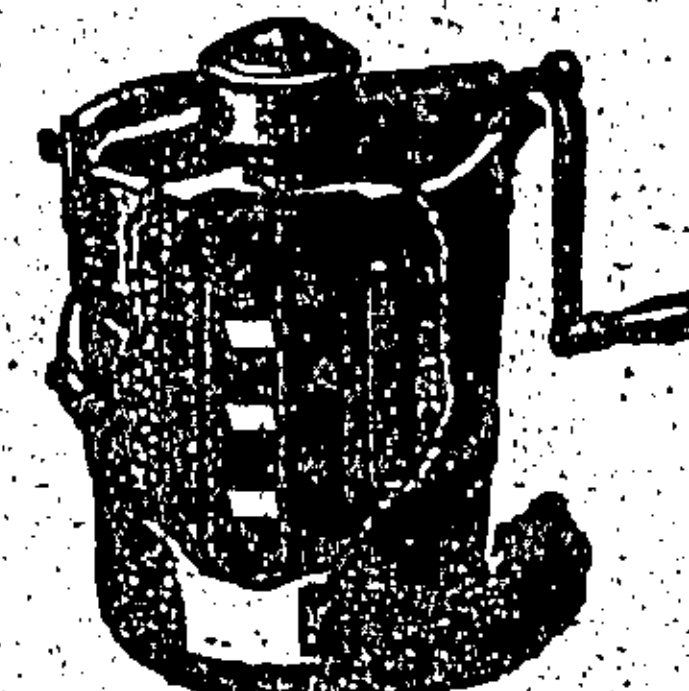
ALL BRITISH FILTERS.

1	2	3	4	5	6 GALLONS
\$13.00	\$14.50	\$20.00	\$30.00	&	\$35.00

HOUSE PRESSURE FILTERS—\$25.00

"WHITE MOUNTAIN" FREEZERS.

1 Qt. \$ 8.50	1 Qt. \$19.50
2 " \$10.50	10 " \$35.00
3 " \$12.50	
4 " \$15.00	12 " \$40.00



HARDWARE DEPARTMENT.

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Established 54 years.

TSUN WAN YAT PO.

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[A.P.]

[105]

A NEW MUSICAL INSTRUMENT.

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THE ANDERSON MUSIC CO., LTD.

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JUST ARRIVED

LATEST MODELS
HARTMAN'S TRUNKS

EXCEPTIONALLY LOW PRICES.

CABIN TRUNKS

FROM \$45.00

WARDROBE TRUNKS

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NEW ADVERTISEMENTS.

NOTICE.

TO OWNERS OF MOTOR VEHICLES.

THE PUBLIC ARE HEREBY NOTIFIED that the WEIGH-BRIDGE at Police Headquarters is NOW IN OPERATION. The Licensing Season commences 1st JULY. MOTOR VEHICLE OWNERS should therefore send their VEHICLES forthwith to Police Headquarters to be WEIGHED. Vehicle Licences should at the same time be produced. A Slip giving the Correct Weight of each Vehicle will be handed to the Driver after the Vehicle has been weighed. The Licence Fee will be calculated according to the Weight Registered. (Traffic Regulation No. 5).

Vehicles should be at Police Headquarters between the Hours of 9 A.M. and 12 Noon, Saturdays and Sundays Excluded.

E. D. C. WOLFE,
Capt. Supt. of Police.

Hongkong, 25th June, 1926. [3639]

TO LET.

PREMISES ON GROUND FLOOR, Central Position.—Apply to Box No. 3638, c/o Hongkong Daily Press. [3638]

PUBLIC AUCTION.

THE Underigned have received Instructions To Sell by

PUBLIC AUCTION

TUESDAY, 22nd JUNE, 1926,
COMMENCING AT 9.30 A.M.
AT
B.M. NAVAL YARD, HONGKONG.

A LARGE QUANTITY OF
LEAD BATTERY PLATES, FIREWOOD,
CASKS AND DRUMS,
DIRTY MINERAL OIL AND OIL FUEL.

Particulars and Terms of Sale as per Catalogue.

LAMBERT BROS.,
Auctioneers.

3676]

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION CO.

STEAMER FOR SINGAPORE, PENANG,
COLOMBO AND BOMBAY.

THROUGH BILLS OF LADING ISSUED
FOR SOYBEAN, MEDITERRANEAN
AND CONTINENTAL PORTS
AND LONDON.

THE Steamship

"KIDDERPORE"

carrying His Majesty's Mail, will be despatched from this Port at Noon on MONDAY, the 21st JUNE, 1926, taking Cargo for the above Ports.

Silk and Valuable Cargo for Italy, France and London (under arrangement) will be conveyed by this Steamer proceeding to Bombay and there transhipped to the co-carrying Steamer for Marseilles and London. Parcels will be received at this Office until Noon on the 21st JUNE. The Contents and Value of all Packages must be declared. For further Particulars, Apply to—
MACKINNON, MACKENZIE & CO.,
Agents.
Hongkong, 16th June, 1926. [3637]

THE INSTITUTION OF ENGINEERS
& SHIPBUILDERS, HONGKONG.

THE FORMAL OPENING OF THE EXTENSION OF THE CLUB PREMISES by HIS EXCELLENCY THE GOVERNOR is POSTPONED UNTIL

THURSDAY, 17th JUNE, 1926,
AT 5.30 P.M. [3631]

NOTICE.

AS Certain Persons are Representing that they are Authorized to Accept ADVERTISEMENTS for the "HONGKONG ILLUSTRATED WEEKLY," THIS IS TO GIVE NOTICE to All Concerned that No Person or Firm Other Than the ADVERTISING AND PUBLISHERY BUREAU has Received any Authority from Us to Convey for, or to Accept ADVERTISEMENTS on our behalf.

FOR THE
J. K. YUNG PUBLISHING CO.
[3630]

MESSRS. KOMOR & KOMOR,
ART & CURIO EXPERTS,
TEMPORARILY REMOVED
TO
ST. GEORGE'S BUILDING,
CHATER ROAD, 2nd FLOOR—LRT.

All are Cordially Invited to View our FINE COLLECTION. [3635]

DR. FENTON

HAS RETURNED TO THE
COLONY, AND IS PRE-
PARED TO RECEIVE
PUPILS FOR TUITION
AND COACHING.

3, PEAK ROAD.
TELEPHONE C. 437.

INTIMATIONS.

HONGKONG JOCKEY CLUB.

NOTICE.

THE HALF-YEARLY GENERAL MEETING OF MEMBERS will be held in the Jockey Club Room, Hongkong Club Avenue, on MONDAY, 21st JUNE, 1926, at 8.15 P.M.

By Order,
O. B. BROWN,
Secretary.

3647]

HONGKONG JOCKEY CLUB.

NOTICE.

SUBSCRIPTION GRIFFINS 1927.
LISTS ARE NOW OPEN FOR MEMBERS TO Subscribe for SUBSCRIPTION GRIFFINS for 1927, and will be Found at the Hongkong Club, Race Course and Stables.
Lists will CLOSE on MONDAY, 21st JUNE, 1926, at 6 P.M.

By Order,
O. B. BROWN,
Secretary.

3677]

PUBLIC NOTICE.

1.—WHI Holders of Bathing Matched permits kindly send into the Underigned, on or before the 22nd DAY OF JUNE, 1926, Answers to the following Questions—

(a)—What is the Licence Number of your Bathing Matched and where is it situated?
(b)—To what extent is your Matched used?
(c)—If you have more than One Matched, please fill in Answers to the above Questions in regard to each of your Matcheds.

2.—Would Members of the Public kindly favour the Bathing Beaches Committee with any Suggestions they may have to offer for the improvement of Bathing Facilities in the Colony at existing Bathing Beaches? Will they also suggest additional Bathing Beaches and any Scheme for developing the same?

(Sd.) W. SCHOFIELD,
Hon. Secretary,
BATHING BEACHES COMMITTEE,
Post Office Building.

3675]

SAFE DEPOSIT VAULTS.

THE BANQUE DE L'INDOCHINE has to inform All Interested in SAFE DEPOSIT, that they have actually in their New Building, 5, QUEEN'S ROAD, SAFE DEPOSIT BOXES at the Yearly Rate of \$3 for the Small Size and \$12 for the Large Size. Please Apply to The CASHIER. [3672]

BY ORDER OF THE MORTGAGEES.

PUBLIC AUCTION
OF THE
VALUABLE LEASEHOLD
PROPERTY

Situate at Victoria in the Colony of Hongkong and registered at the Land Office as SUBSECTION 2 of SECTION D of INLAND LOT No. 1355 with the Premises thereon known as No. 2, CHEUNG LIN TERRACE (Formerly known as No. 2, Li Sing Kwi Road).

ON
WEDNESDAY, the 16th DAY OF JUNE, 1926,
At 3 o'clock P.M.,
BY
MESSRS. LAMBERT BROTHERS,
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THEIR SALESHOUSE, No. 84, DUNDRELL STREET, VICTORIA, HONGKONG.

For further Particulars and Conditions of Sale, Apply to:—

MESSRS. WOO AND NASH,
Mortgagees' Solicitors,
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OR TO:—

MESSRS. LAMBERT BROTHERS,
Auctioneers,
No. 84, Dundrell Street.
Dated 26th May, 1926. [3654]

CAN Any one Recommend Reliable and Experienced HOUSE BOY.—Reply Box 3634, c/o Hongkong Daily Press. [3634]

TO LET.—KING EDWARD HOTEL

BUILDING. For Particulars, Apply to

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BIRTHS.

MORFAT.—On June 9th, at Bournemouth, England, to Mr. and Mrs. J. MORFAT, of 9, Tifeng Road, Shanghai, a daughter.

TIPTON.—On June 10th, at St. Marie's Hospital, Shanghai, to the wife of Mr. W. H. TIPTON, U. M. Customs, a daughter.

DEATHS.

CRANE.—On May 12th, at Tarporley, Cheshire, GEORGE CRANE, aged 66 years, late of the Shanghai Municipal Council Tax Department.

GOODFELLOW.—On June 11th, at the General Hospital, Shanghai, Mrs. Wm. GOODFELLOW, widow of the late Wm. GOODFELLOW, of Shanghai, aged 75 years.

ZAMMATTO.—On June 3rd, ENRICO ZAMMATTO, second engineer str. "Hinch", China Merchant S.N. Co., aged 44 years.

Hongkong Office: 14, Chater Road.
London Office: 121, Fleet Street, E.C.

The Daily Press.

HONGKONG, JUNE 16TH, 1926.

LOCAL HEALTH PROBLEMS.

We learn, on very good authority, that the local Government has decided to proceed as quickly as possible with the re-building of the Government Civil Hospital. As far as we understand the scheme it is that an entirely new block of modern buildings is to be erected on a piece of ground adjacent to the present hospital. This ground is at a higher level and is at present an open space or "lung" in a very crowded district. We therefore hope that when the new hospital is completed and the present unsatisfactory building demolished, there will be no reduction of the area of the open space. There are none too many "lungs" in this Colony, and no opportunity should be lost of providing open spaces and public gardens.

We suggest that plans might even now be made for the utilization of a large tract of land that lies between Aberdeen and the new Chinese Garden City which is being created near to Deep Water Bay. It would make a very fine recreation ground.

We have every confidence that the new Government Civil Hospital will be planned, built and equipped in a manner worthy of the Colony. The work should have been done years ago, and we trust that the delay will now be turned to advantage and that we shall have the latest modern equipment for the building.

We are also informed that the scheme for the War Memorial Hospital is being carried out as quickly as is possible. The new Victoria Hospital is a building of which the designers and residents may well be proud. If the two new hospitals which are shortly to be erected are planned on lines similar to the Barker Road Hospital we may well congratulate the authorities on their foresight for the comfort of the sick.

The retirement of the Medical Officer of Health brings to the front once again the need of a thorough reorganisation of the public health service of the Colony. The Sanitary Board has done useful work and the time has come when it should be enlarged so that all matters of public health, including the local hospitals, come within its scope. In the past the Medical Officer of Health has had an independent position as regards the local medical Government service. We agree that it would be very much better for all medical officers to be directly responsible to the Principal Civil Medical Officer. The latter should always be a member of the Legislative Council, as is the Director of Public Works. The position of the professional man who is the chief adviser of the local Government on health questions is one that carries with it grave responsibilities and the importance of the position should be fully recognised in official circles.

A small Committee or Commission might well be appointed to report on all problems of sanitation and public health in order that a comprehensive and practical scheme of reorganisation may be devised. The two Chambers of Commerce and the local Missionary organisations (such as the London Missionary Society with the Alice Memorial Hospital and others) should be represented.

It is now about thirty years since the first great effort was made to improve the public health of the Colony. Dr. FRANCIS CLARK was the first Medical Officer of Health and for a time he was a member of the Legislative Council. No doubt the legislation involved by his sweeping recommendations made that arrangement desirable. The time is ripe for more legislation. We spend a great deal of money on education in Hongkong and one of the most urgent needs is elementary education in matters of hygiene. The present opportunity is a good one for the members of the Sanitary Board and the Unofficial members of the Legislative Council to urge upon the Government the desirability of a complete overhaul of the Colony's health machinery.

To-day is the birthday of King Gustav V. of Sweden.

A car, driven by Mr. A. A. Rumjahn, Arbutnot Road, and a motor-van collided in Queen's Road on Monday. The car was slightly damaged.

The Canadian community in Hongkong have arranged a tiffin in celebration of Dominion Day at the Hongkong Hotel at 7 p.m. on Thursday, July 1st.

The University of Glasgow has offered the Honorary Degree of Doctor of Divinity to the Rev. H. F. Wallace, Principal of the Anglo-Chinese College, Swatow.

Information has been received by the local branch of the Banque de l'Indochine that the Head Office of the institution in Paris donated 500,000 francs to the National Fund.

Mr. W. W. Rae, of the Hongkong and Shanghai Bank's Hongkong staff, has been transferred to the bank's Malacca agency.

A Chinese assistant-boatswain of the s.s. *Derwent* was fined \$75 by Mr. J. H. B. Nhill at the Kowloon Magistrate's Court yesterday on a charge of possession of an automatic pistol and 35 rounds of ammunition.

A Chinese girl, aged eight years, was removed to the Government Civil Hospital on Monday, suffering with slight injuries to the head, caused through being knocked down by a tram-car in Connaught Road West.

It has now been definitely ascertained that the body found in a river between Taiping and Nanning was that of Mr. J. M. Phillips, the branch-manager of the Asiatic Petroleum Company at Nanning, who was murdered by bandits over a week ago.

The formal opening of the extension of the Club premises of the Institution of Engineers and Shipbuilders of Hongkong by H.E. the Governor, which was to have taken place this evening has been postponed until to-morrow evening at 6.30.

There were two imported Chinese cases of small-pox (one fatal), one British case of diphtheria, one fatal Chinese case of enteric fever and one case of influenza notified in Hongkong during the week ended June 12th. There was one Chinese case of diphtheria during the 24 hours ended June 14th.

The forthcoming weddings are announced of Mr. Ngai Kwok Ting, merchant, of 2, Beautiful Terrace, second floor, and Miss Chiu Yuk Yin, student, of 71, Pokfulam Road, second floor; Mr. Lau Hau Shang, teacher, 46, Kowloon Tai, and Miss Chan Oi Yau, of the Industrial Institute for the Blind, Kowloon.

Only a very small mail from Home and Siberia arrived by the R.M.S. *Empress of Asia* yesterday, namely two bags. The remainder of her mail was from Canada, U.S.A., Japan and Shanghai. The s.s. *Changle* brought 72 bags of mail from Australia and Manila, and other letters and papers arrived during the day by the s.s. *Santhia* from Straits and the s.s. *Tjilebot* from Java.

At the Supreme Court on Monday, Mr. H. G. Sheldon applied for extension of time allotted for registration, with the Hongkong Registrar, in respect of two mortgages entered into by the Shanghai Branch of the National Commercial and Saving Bank, Ltd. The mortgages concerned property in Hongkong. His Lordship intimated that he must have assurance that there was nothing in the way of a winding-up petition pending at the Court yesterday. Mr. Sheldon produced documents in proof of the necessary assurance, and the application was granted.

The China Press states that Miss Olive Young, an American-born Chinese girl (who is well-known in Hongkong and has taught in one of the schools here) has been selected by Mr. Jack Root, representing the Mack Sennett Productions of Hollywood, as the ideal type of Chinese beauty to represent China in an international collection of Oriental beauties. Miss Young will soon star in a special Mack Sennett production. Miss Young is of Chinese origin but was born in St. Joseph, Mo.; her father, Dr. M. F. Young, is a well-known Chinese specialist practising in Kansas City. She is shortly to sail for America from Shanghai.

When Mr. H. H. Tibbey goes aboard the R.M.S. *Empress of Australia* tomorrow (says the *N.C. Daily News* of the 12th inst.) on his way Home, Shanghai will lose one of its citizens who in the all-important business of shipping here has done outstanding work. It is with great regret that Shanghai will take its farewell of him, for his connection with the port has been of invaluable assistance to merchants, while in other spheres he has played a part making him universally popular. Mr. Tibbey's first acquaintance with the Far East was in 1908 when he arrived in Hongkong representing the Sun Life Assurance Co. From insurance he transferred his activities to shipping, and in 1909 joined the Glen Line, then McGregor, Bro. and Gow, in Hongkong in 1909. Two years later, in 1911, he went to Shanghai, and had been there ever since.

FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

GENERAL SUN.

TO RELEASE CERTAIN KIANGSU SALT REVENUES.

Peking, June 15th.

The Cabinet announces the receipt of a telegram from General Sun Chuan Fang, stating he is willing to release certain Kiangsu salt revenues. General Sun emphasised his action was largely a matter of personal friendship for Dr. Yen.

BANKRUPTCY COURT.

ALLEGATION THAT WAS UNFOUNDED.

Before Sir Henry Gollan (the Chief Justice) at the Bankruptcy Court yesterday, Mr. D. W. Trutman, the Official Receiver, applied for adjudication in respect of the case of the Wa On Co.

He said that the case was adjourned at the last sitting of the Court owing to an objection raised by one of the petitioning creditors to a resolution passed by the majority of creditors at a general meeting. It was alleged that the trustee appointed was a partner of the Company.

He had investigated the affairs of the Company and had found that there was no ground for the allegation. The application was granted.

EUROPEANS ROBBED.

RICKSHA COOLIE'S THEFT.

Two Europeans were the victims of thefts on Monday.

Mr. Simpson, of Hung Fat Terrace, reported to the police that he alighted from a ricksha at the Hongkong Hotel, leaving two parcels of clothing in the vehicle. He told the coolie to wait, but on his return he had disappeared. The goods were valued at \$7.60.

Capt. O. D. Armstrong, the Victoria Barracks, reported the loss of two waterproof cases, valued at \$10, from his residence.

A Chinese living at No. 291, Des Vaux Road West, lost a watch and money amounting to a total of \$90 from a jacket hung near his bed.

PROPERTY SALE.

At the China Auction Rooms yesterday afternoon, Mr. E. V. M. R. de Sousa sold, by order of the mortgagee, leasehold property situated at Tai Hang, and known as Tai Hang Inland Lot No. 123, together with No. 9, King Street.

The area of this property is about 468 square feet and the annual Crown rent \$4.

The upset price was \$2,000, with bids of \$100 acceptable. Bids bidding at this figure took place until the price was raised to \$3,400, at which sum Messrs. Wong Yip Shi and Wong Yu Shi, of No. 3, Chung Street, purchased the property.

CAPTAIN ROBERT DOLLAR.

AGAIN MAKING A TRIP AROUND THE WORLD.

The veteran Captain Robert Dollar, the head of the Dollar Steamship Company, was to leave Seattle on the s.s. *President Grant* yesterday, according to an announcement made by him, for another trip around the world. In Japan he will tranship to a round-the-world liner. Captain Robert Dollar, it will be remembered, passed through Hongkong on a round-the-world trip last year. He has declared emphatically that he contemplates no changes in the personnel, service or schedules of the Admiral-Oriental Liners, which he has just purchased from the United States Shipping Board.

At the Supreme Court yesterday, Mr. Somerset Fitzroy, on behalf of the manager of a private company at 81, Bonham Strand West, applied for extension of time for the filing of share allotments. It was stated that the Company began business in January, 1925, with a capital of \$20,000 divided into 400 shares. All the shares were held by the applicant and his father. Failure to file the allotments was stated to be due to inadvertence. Extension was granted until to-morrow.

FALL OF FRANC.

FOREIGN MINISTER'S RESIGNATION.

FRANCE MUCH PERTURBED.

[THROUGH REUTER'S AGENCY.]

London, June 15th.
A fresh fall in the French franc yesterday from 166 to 174 to the £ has seriously disturbed public opinion in France. This is attributed by correspondents in Paris to a vicious circle in which the inflation of currency leading to a rise in the cost of living will be followed by fresh inflation.

NEW LOW RECORD.

By the renewed slump French franc reached the new low record of 172.25 as compared with yesterday's close of 172.25. Belgian francs were 173.19 and 168.68, respectively.

FINANCE MINISTER RESIGNED.

PARIS, June 15th.

The Finance Minister, M. Raoul Peret has resigned.

FINANCE MINISTER'S EXPLANATION.

PARIS, June 15th.

M. Peret's resignation followed the sudden drop in the franc. A communiqué states that M. Peret explained that "in the face of the rise of foreign currencies and the absence of certain essential aid on which the Government had the right to count, which did not permit him to fulfil effectively his entire duty, it seemed to him necessary to render possible a Parliamentary political formation corresponding with the wishes of public opinion, which demands an effort of concord to face the common danger."

MORE INDIAN RIOTING.

MOSLEMS AND SIKHS KILLED AND INJURED.

Eight Moslems were killed and 14 injured and nine Sikhs were injured in riots at Rawalpindi. The grain market was destroyed, and there was much looting. It appears that the trouble began between the Moslems and Sikhs owing to the suggested building of a cinema in the vicinity of a mosque.

Military pickets are now stationed all over the city, which is well under control.

SINGAPORE, June 15th.

Considerable inter-communal riots occurred at Pindil last night. Much damage was done to property, and a number of fatalities were reported. Details are not available.

The police and military finally got the situation under control, and the District Magistrate has prohibited meetings and the carrying of clubs.

LORD WILLINGTON.

CHINESE MINISTER CONGRATULATES CANADA.

VICTORIA, B.C. June 15th.

Dr. Wang Chin Chun, Chinese Minister of Communication has arrived, and in an interview declared Canada was to be congratulated on the appointment of Lord Willington as Governor General.

Lord Willington was well received and made a favourable impression wherever he had gone in China. He was a scholar, a gentleman, and a statesman of the finest type.

FRONTIER INCIDENT.

D'OISY FIRED ON BY SOVIET GUARD.

WARSAW, June 14th.

When Follotier D'Oisy was crossing the Poland-Soviet frontier for Moscow, the Soviet frontier guard fired on him, presumably mistaking it for a Polish aeroplane. No damage was done, and D'Oisy rapidly ascended out of range.

LATER.

Capt. Follotier D'Oisy has arrived at Krasnoyarsk.

SOVIET'S SECRET.

PARIS, June 15th.

It is reported from Warsaw that the representatives of the local Soviets have expressed to D'Oisy regret for the incident at the frontier, when a guard fired on his aeroplane.

LEAGUE OF NATIONS.

SPAIN NOT SEEKING SEAT ON COUNCIL.

MADRID, June 14th.

The Cabinet has decided not to present Spain's candidature for a non-permanent seat on the League Council, and has also empowered the Foreign Minister to act as circumstances dictate at Geneva.

THE BETTING TAX.

ALL CLAUSES OF BILL APPROVED BY COMMONS.

[THROUGH REUTER'S AGENCY.]

LONDON, June 14th.

The House of Commons has passed all the clauses of the Bill dealing with the betting duty.

[BRITISH WIRELESS SERVICE.]

THE BETTING TURNOVER.

RUOBY, June 14th.

In the course of a debate on the betting tax in the House of Commons, Mr. Winston Churchill supplemented his previous statement regarding the possible revision of the tax.

He said that originally he estimated, on advice given to him, that five per cent. would yield in a full year about £20,000,000. Since then the Treasury had had an opportunity of inspecting the actual books of some of the greatest firms of Turf Commission agents, and the result was that the Government now estimated a turnover of all betting to be much nearer £300,000,000 than £200,000,000. That being so it was quite clear they could realise the figure of £20,000,000 with a much lower rate of duty. He had, therefore, considered whether the rate could be reduced and whether differentiation might be permitted between the rate charged on a bet which was just made on the telephone and the rate which was charged on a bet made by a person who took the trouble to go to the racetrack. But no alteration would be contemplated which did not fully achieve the Government's purpose to raise at least £20,000,000 by a tax on betting.

FRENCH PRESIDENT.

PROGRAMME FOR THREE DAYS' STAY IN ENGLAND.

RUOBY, June 14th.

The programme of the State visit of M. Doumergue, French President, is now officially issued.

On disembarking at Dover on Tuesday, June 22nd, the President will be received by the Prince of Wales and will be presented with an Address from the town of Dover. On arrival at Victoria Station, where he will be received by His Majesty the King, he will drive to Buckingham Palace where he will be received by H.M. the Queen. Later in the afternoon, the President will visit the Cenotaph and the grave of the Unknown Warrior at Westminster Abbey, and will also pay visits to members of the Royal family. Subsequently, he will go to St. James's Palace, where he will receive Addresses from the London County Council and the City of Westminster and will hold receptions of the personnel of the French Embassy, the French colony and Chamber of Commerce. In the evening there will be a State banquet at Buckingham Palace.

On Wednesday, the President will go by motor car to Oxford to receive the degree of Doctor of Civil Law. In the evening he will attend a dinner at the French Embassy. On Thursday morning, the President will visit the French Hospital in Shaftesbury Avenue and will hold a reception of the Corps Diplomatique at Buckingham Palace. Afterward he will leave Buckingham Palace for the Guildhall where he will be presented with an Address from the Lord Mayor and Corporation of the City of London and will be entertained to luncheon. In the evening he will attend a dinner at the Foreign Office.

President Doumergue leaves London on Friday, June 25th.

LORD OXFORD ILL.

MILD ATTACK OF ANGINA PECTORIS.

RUOBY, June 14th.

Lord Oxford and Asquith, the Liberal Leader, is ill at his country house in Berkshire.

A bulletin issued this afternoon states that Lord Oxford's condition, though not serious, necessitates absolute rest in consequence of a mild attack of angina pectoris, following influenza.

[Lord Oxford is 73 years of age. Angina pectoris is otherwise known as neuralgia of the heart, a sudden pain seizing the patient in the region of the heart, the attack lasting from a few seconds to several minutes. The cause is not definitely known, but a hardening of the arteries, which supply the heart with blood is no doubt one cause. It may be due to neuralgia of the heart muscle, but is usually associated with organic heart disease. It is most common in men over fifty years of age.]

DIPLOMATIC CORPS.

NEW MINISTER APPOINTED.

RUOBY, June 14th.

His Majesty the King has approved of the following appointments:—
Sir Milne Cheetham Minister at Athens, to be Minister at Copenhagen.
Sir Percy Loraine, Minister at Teheran, to be Minister at Athens.
Mr. Olive, Consul General at Tangier to be Minister at Teheran.

MOTOR CYCLING.

"VELOCETTE" WINS JUNIOR T.T. IN REMARKABLE TIME.

RUOBY, June 14th.

The Junior Tourist Trophy (motor cycle race) run at Douglas, Isle of Man, was today won by Alex. Bennett on a 248 c.p. Velocette, in the remarkable time of 2 hours, 37 minutes, 37 seconds for 224 miles, giving him an average speed for the distance of over 66 miles per hour.

THE "RUSSIAN MONEY."

FOREIGN SECRETARY REPLIES TO QUESTIONS.

[BRITISH VIEWPOINT.]

RUOBY, June 14th.

Sir Austen Chamberlain replied in the House of Commons to a series of questions respecting money sent from Russia to this country.

He said that in conversations which he had had from time to time with the Russian Charge d'Affaires he had clearly stated that anti-British propaganda here and elsewhere was one of the main obstacles to any improvement in Anglo-Russian relations as long as it continued. The British Government had always felt that the necessary conditions of successful negotiations were, firstly, acceptance of the ordinary rules of international law by the Soviet Government, and secondly, an assurance of good faith in negotiations such as would be provided by an observance of existing agreements. He had sought in the main to state that policy of His Majesty's Government in its general terms, and had not considered that any useful purpose would be served by detailed protests in regard to particular instances.

A few days ago, however, just before he left for Geneva, he had instructed the British Charge d'Affaires in Moscow to inform the Soviet Government that His Majesty's Government could not pass over in silence the action of the Commissariat of Finance in giving special authorisation for the transfer to this country of funds destined for the support of the general strike. The Charge d'Affaires was to point out that the general strike was an illegal and unconstitutional act and one constituting a serious threat to established order and that the special action taken by the Soviet Commissariat of Finance in its favour did not conduce to the friendly settlement which the Soviet Government professed to desire.

Mr. Ramsay MacDonald, Labour Leader, asked whether the money transmitted had been transmitted from Soviet sources or resources, or merely was by the sanction of the Finance Commissariat of the Soviet Government.

Sir Austen Chamberlain replied that "what is within our knowledge and was the ground of our protest is that the stipulations of the law in force have been waived in order to permit the transmission of this money in support of an illegal and unconstitutional strike."

Mr. Locker Lampson (Conservative) asked: "That being so, has not the time come when we ought to do something more than protest?"

Sir Alfred Mond (Conservative) asked: "Does not the action of the Soviet constitute a direct breach of the code of the agreement and will the Foreign Secretary not use his influence to terminate this agreement?"

Sir Austen Chamberlain said he preferred not to be pressed further and asked that other questions should be deferred until Thursday.

NOTED SURGEON'S DEATH.

SIR HENRY MORRIS.

RUOBY, June 14th.

The death is announced of Sir Henry Morris, the well-known surgeon and one of the founders of the Imperial Cancer Research Fund.

So great was his reputation as a surgeon, especially for operations on the kidneys, that in 1904 he was summoned on a professional visit to Bombay and was at that time the only European surgeon who had ever been called to India to operate.

[Sir Henry Morris was President of the Royal Society of Medicine, 1910-12; President of the Royal College of Surgeons, 1909-9; Consulting Surgeon and Emeritus Lecturer on Surgery, Middlesex Hospital; Past Representative of Royal College of Surgeons on and Treasurer of the General Medical Council, 1905-17; Founder and Vice-President of Imperial Cancer Research Fund; Vice-President and Hon. Treasurer of Epson Coll.; Trustee of the Hunterian Museum, London; Foreign Corresponding Member Societe de Chirurgie; Hon. Mem. Med. Soc. State of New York and Hon. Fellow of the Royal College of Surgeons in Ireland; Born in 1844, he was educated at Epson College, University College, and Guy's Hospital. He delivered Cavendish Lectures, 1893; Hunterian Lectures, 1898; Bradshaw Lectures, Royal College of Surgeons, 1903; Annual Oration, Medical Society of London, 1905, on the Financial Relations between the London Hospitals and their Medical Schools; and the Hunterian Oration on John Hunter as a Philosopher, February, 1909, delivered before their R.H. the Prince and Princess of Wales. He was formerly Surgeon to, and Lecturer on Anatomy and Surgery, Middlesex Hospital Medical College; Examiner in Surgery, University of London; and in Anatomy, University of Durham; Chairman of the Court of Examiners R.O.S. for six years; Bradshaw Lecturer on Cancer and its Origin, and delivered the Sir Mitchell Banks Memorial Lecture, University of Liverpool, 1905. He was the author of many surgical text books.]

(Continued on last of next column.)

THE FIRST "TEST."

MATCH ABANDONED OWING TO UNCEASING RAIN.

[THROUGH REUTER'S AGENCY.]

LONDON, June 14th.

There was no play to-day at Nottingham in the Test Match between England and Australia, on account of rain.

Rain fell unceasingly all the morning, but the decision was deferred. The rain did not stop, however, and no play was possible all day.

MATCH ABANDONED.

NOTTINGHAM, June 15th.

Rain fell overnight, and this morning the Test match was abandoned.

SUSSEX V. WORCESTERSHIRE.

LONDON, June 14th.

But for the good work of Bowley who batted through the Sussex first innings without being defeated, the Southern county would have made a sorry display against Worcestershire, but though both he and Cox bowled well, the visitors proved winners by six wickets.

The scores were:
Sussex: 110 and 97.
Worcestershire: 124 and 93 (for 4 wickets).

Bowley, the Sussex first wicket man, scored 71 not out in the Sussex total of 110. In the absence of Root, the Worcester attack was left largely to Bowles and Rogers, both comparatively new additions to the county associated with the Kenters. Bowles took five for 50, and Rogers four for 29. In the second innings Bowles (left-hand medium) took 4 for 28, bringing his record for the match to 8 for 82.

Bowley took four Worcester wickets for eleven runs in their first innings, and Cox took 4 for 33.

MATCHES RAINED OFF.

LONDON, June 15th.

No balls were bowled in the Yorkshire v. Nottingham, the Derbyshire v. Leicestershire matches.

Leicestershire had scored 91 for 2 wickets against Cambridge, but the match had to be abandoned owing to rain.

FRENCH TENNIS.

COCHET WINS MEN'S SINGLES CHAMPIONSHIP.

PARIS, June 14th.

In the final of the Men's Open Singles in the French Hardcourt Championships, Henri Cochet defeated Rene Lacoste in straight sets, 6-2, 6-4, 6-3.

BOXING.

PHIL SCOTT BEATEN BY SWEDISH CHAMPION.

LONDON, June 14th.

Both Harry Persson, the Swedish champion, and Phil Scott, the heavyweight champion of the British Isles, are fit and well for to-night's fight for the European Heavyweight Championship. It is over twenty rounds at the Holland Park Hall, London.

Persson knocked out Phil Scott in the eleventh round.

BOOKS AND SWINGS.

Scott began at a fast pace and made good use of his left, whilst occasionally he got in an effective blow with his right. Persson relied chiefly on hooks and swings, and frequently tried uppercuts in the clinches, mostly without success.

At the end of the first ten rounds Scott was leading on points, but when the gong sounded for the eleventh Persson rushed in and sent in a sharp left, following up with a smashing right to the jaw which sent the Englishman down for a count of seven.

On rising he was immediately floored again for the full count.

[REUTER'S AMERICAN SERVICE.]

AMERICAN DISASTER.

MANY KILLED IN COKE OVEN EXPLOSION.

GARY (Indiana), June 15th.

Fourteen were killed and 60 seriously hurt in an explosion at the coke oven of the steel plant here. The victims were hurled against the walls, breaking arms and legs. Rescue work was most difficult owing to the collapse of the building, hurrying the dead and injured in debris.

BLIND EVANGELIST.

NOTED SCOTTISH PREACHER STRANDED AT ELLIS ISLAND.

NEW YORK, June 14th.

Ellis Island officials are puzzled to know what to do with the well-known Scottish blind evangelist, Neil McIntyre who has arrived from Glasgow to conduct a revivalist campaign in the southern States. He is detained in quarantine because nobody came to meet him. A Special Board has enquired into the case and decided that McIntyre must stay on the island until a guarantee is forthcoming that he will not become a charge on the public.

[THROUGH REUTER'S AGENCY.]

DEATH OF LORD DUNRAVEN.

LONDON, June 15th.

The death is announced of Lord Dunraven, who was 68 years of age, following his earlier years at Christ Church, Oxford, adopted the military profession. He was War Correspondent to the Daily Telegraph in Abyssinia in 1867, and also in the Franco-Prussian War and the Siege of Paris. He became H.M.'s Lieutenant of County Limerick in 1894. He served in the Anglo-South African War with the Imperial Yeomanry. He was a keen sportsman and had twice built vessels for competition with the United States.

THE ENGLISHMAN IN THE FAR EAST.

THE GREAT ADVENTURE AND THE REWARDS.

THE PLEASANTNESS OF LIFE IN ENGLAND.

[BY PATERFAMILIAR.]

There must be many a married couple amongst the foreign community in China who, at some time, will have to decide the future career of a son.

It is the problem that leads to the inevitable question: "Shall we bring him out to China?" Would we, had we known all that we know now, have come out to this part of the world so willingly?

After a great deal of reflection upon this subject I have come to the conclusion that, in my own case, "the answer is in the affirmative." Things have not turned out as I had expected. Wealth has not come as quickly as was hoped. In common with many other Englishmen my knowledge of life in the Far East was nil before I came out, but I did think that fortunes were made more easily.

Somebody, in my presence, had called Hongkong "a barren rock." My first impressions of the place as we steamed into the harbour were mixed. Delight, amazement and wonder filled my mind.

CANTON AND PEKING.

Canton, visited soon after, astounded me. It was incredible that such a city could exist in the world in the year 1900. London had its taxis and motor-buses. Aeroplanes could be seen in flight in England. Hongkong, even if it had only three motor-cars, provided rickshaws. There wasn't a wheel to be seen in Canton in those days only seventeen years ago.

Shanghai was a disappointment, but Peking—ah! that visit was worth a great deal. There is no other city in the world comparable to Peking. It isn't so much the architecture itself as the setting of the buildings. Who can describe adequately the Temple of Heaven? Who can wander through the Palaces and the ex-Imperial gardens without a stirring of the soul that only art can compass? Then the mystery and the history of the palaces and the inmates who schemed and intrigued. There remains the glamour of the personality of the most amazing woman in history, "the old Buddha," the once alluring, the always fascinating, Yehonola, and you are reminded of Kublai Khan, the conqueror of his age, the designer of a model city. You can so easily imagine his curved tents and his thousands of horsemen out in those plains. Pictures of young Staunton, aged about nine, standing before the learned Chinese Emperor and forming the only language link between him and the first British Embassy of more than a hundred years ago, chase out the visions of Yehonola's wild extravagance and her amazing love affairs. The native cavalry of Kublai Khan disappear from our thoughts as we read on the walls of the British Legation "lest we forget." That sentence was put there after the terrible days of the Boxer rebellion. Tragedy, comedy, the beautiful, the squalid Peking has had its share of all those things and you see traces of them still.

THE HOLIDAYS.

The great compensation for life in the Far East is the opportunity to "see this world before you see the next." A month touring Japan, a week in Moscow during the trans-Siberian journey home, the joyous leisure of "a long leave" with its holidays in England, France and Italy are all things that count. They cost money, but, speaking of the pre-bycott days, we had more money than we should have had if we had stayed in England.

In the old days it was dangerous to health to come out to Hongkong. The records of mortality and sickness of those early days are appalling. That is all changed. Our women folk can and do live out here now. Our children keep healthy up to the age of about ten, especially if we can manage, now and again, to send them away for a summer holiday.

The climate is trying at times, but we get used to it. We have no electric (Continued on next column.)

THE ACTION AGAINST A SHANGHAI NEWSPAPER.

VERDICT FOR DEFENDANTS.

From the Shanghai Mercury of the 12th inst. we learn that many people were present that morning in H.B.M. Supreme Court "to hear the result of a most impudent attempt on the part of Leslie Ernest Haynes, a dismissed employee, to obtain damages against this paper for wrongful dismissal." Judge Peter Grain delivered a very full and comprehensive judgment.

Haynes was, some time ago, well-known in Hongkong.

Judge Grain, in giving judgment for the defendants with costs, stated that Haynes admitted that he was "on the rocks" when defendants engaged him, that he had been convicted and sentenced to six months' imprisonment at the Central Criminal Court London; that he owed \$4,000 in Hongkong, and that he had debts in Malay States and Shanghai, and that he had been frequently sued for debts in Shanghai, and that many are still owing. He also admitted that Truth wrote articles about him calling him "a scamp," "an unprincipled impudent adventurer," and adding that "a more impudent swindle has rarely been perpetrated," and observed his Lordship, he took no action against Truth on account of these articles.

On the evidence placed before me, stated his Lordship, I have no difficulty in coming to the conclusion, that the defendants had ample cause to dismiss the plaintiff for his conduct. He had been warned about his debts. As early as October 8th, 1924, the Managing Director wrote to the plaintiff, "It is rather annoying to see persons calling so frequently to dun you, when this is not your official address. It is incumbent upon me to bring these matters to your notice."

In conclusion, Judge Grain said:—I, therefore, find that to days' notice was a reasonable notice, and that the defendant had also just cause to dismiss the plaintiff for mis-conduct, and give judgment for the defendants with costs.

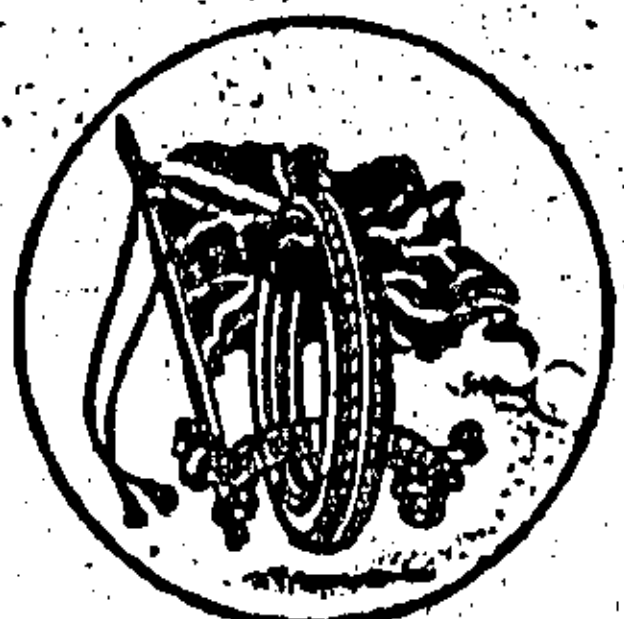
fairs, comfortable verandahs. We live on a higher social plane than if we were in England. We should be lucky to be able to afford two servants in the old country; out here we have five. We occasionally dine at Government House and that always pleases a lady.

There are drawbacks—climatic and domestic. The biggest "snag" is separation from the children during their school years. That also means, at times, "Good-bye" for months at a time, to their mother. The breadwinner stays on in the Far East while those that are nearest and dearest to him are ten thousand miles away.

There is also the separation from art, music, the drama and England. What is this magnetic pull of the land of our fathers? It exists, but it is hard to define.

If you have sufficient money life is very pleasant in England. There are universal means of relaxation. Whole-some intellectual pleasures may be found in the public gardens, the museums and the libraries, free, gratis. The theatres and concerts are not expensive and are always available. You can enjoy, to the utmost, in England what Saint Beuve calls "the sincere love of letters and the innocent charm of the Muse."

Youth seeks adventure. The lure of the East still attracts—especially does it attract those who spent years of childhood in the Far East. All of the big firms seem to treat their employees well. There are provident funds and in good times bonuses. Some men gather wealth more rapidly than others. It seems to be a fact, however, that an industrious sober and not too extravagant young man can hope to retire in comfort after about twenty-five years in the Far East. The old country attracts us in our declining years after we have had our stirring adventures and have acquired memories of the great cities of the world. Youth, however, craves for adventure and new experiences. We will let Tommy have his chance in China. He will, at any rate, see the world. Perhaps he may even make a fortune. In any case we trust him not to let down the prestige of his race. It is no idle boast, but merely stating a fact, to say that the educated youth of Asia is modelling its conduct on that of the youth of England.



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[A.P.D.]

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Supervision.

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[A.P.D.]

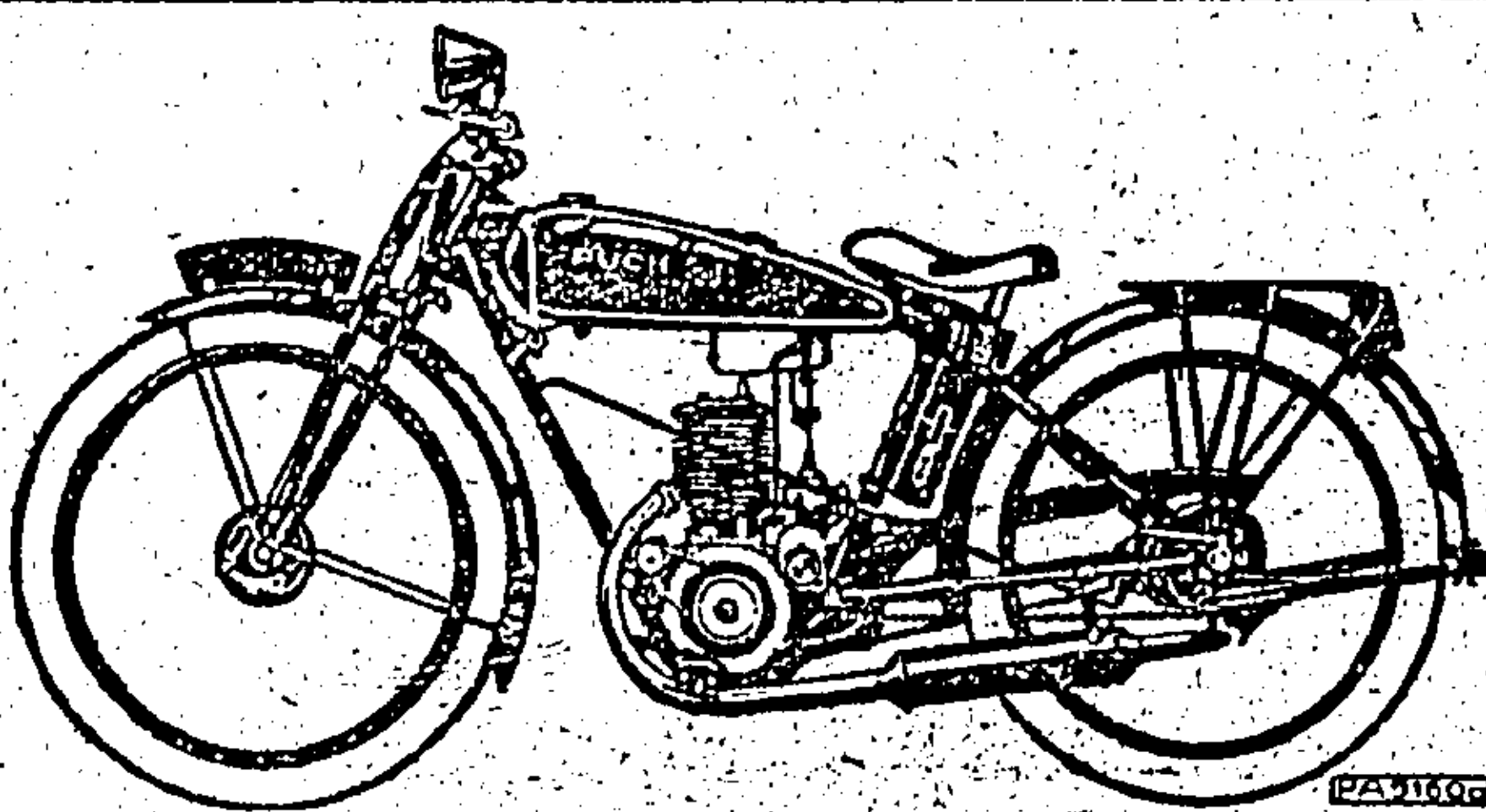
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[A.P.D.]



**SOCONY
MOTOR OILS
AND
GASOLINE**

Motoring Notes:

A Weekly

Review dealing with matters of interest to
all local motorists.—What is Dangerous Driving—Safety
at High Speeds.

[BY AN OWNER-DRIVER.]

Complaints are not infrequently made by pedestrians, riders in chairs and rickshaws, and even by the police, that certain motor-cars have been driven at excessive speed in Hongkong.

A case that was recently tried before the Epsom Magistrates is of interest in this connection.

A well-known motorist, with a clean record, was summoned for what the police concerned with the case called "dangerous driving." It was alleged that he was going through the town at a speed exceeding 30 miles per hour. It was agreed that he had not actually endangered anyone, but it was pleaded that he should not have gone so fast through the town.

The defendant admitted that he was driving at a speed exceeding 20 miles per hour but he denied that he was travelling as fast as 25 miles per hour. He explained that he was using a modern car of first-class make. The car was fitted with brakes on both front and rear wheels. It could be brought to a standstill in the length of the car itself when travelling at a speed of 25 miles per hour. His defence was that "dangerous driving" involved other factors than speed.

EXPERIENCE.

One factor is the personal element. It is fairly obvious that a driver who has had long experience in handling cars is capable of getting out of difficulties much more easily than a novice. It is, however, a curious fact that it is the novice who is usually most eager to "speed up."

The second factor is the car. The recent models of all makes have certain improvements over the earlier models. The four-wheel brake fitting is a great invention. After the brake has been put on hard, it makes a considerable difference to the distance travelled, at any speed whether there is the old type of rear wheel brakes only or the newer invention is fitted to the car.

THE BRAKES.

A most important matter is the condition of the brakes. It is astonishing that any one can be careless about a matter that may, in an extreme case, involve a loss of life.

After any accident the police usually test the brakes on a car. If they are not in proper condition the owner of the car is guilty of negligence.

A third factor is the locality. A wide straight road in the country may be safe for a motorist driving at quite a high speed, while a country village with many turnings should be very carefully negotiated.

In England the speeds that are attained on the new wide roads, such as that which runs from the outskirts of London towards Dover, are astonishing to those who watch the traffic for the first time. Fifty miles an hour is not uncommon.

LOCAL CONDITIONS.

There are very few places on this island where it is safe to exceed a speed of 25 miles per hour, because of the many bends and turnings. Possibly the most dangerous road is Stubbs Road up to and down from the Peak. In the course of time some of the bends may be straightened out, but at present, along the lower part of the road, especially, a car needs to be driven with great care. There is not only the Peak traffic, but the to-ing and fro-ing in connection with Repulse Bay and beyond.

If any part of that road can be made wider it will be a great boon to local motorists.

An improvement that would also please them would be a levelling out of the road at the Hongkong end of Stubbs Road. The camber at present in use is most difficult. It is a nasty corner.

The police authorities must be congratulated concerning the new type of signal-lights in use there. It is suggested that similar lamps should be used at the bottom of Garden Road.

PRACTICE MAKES PERFECT.

However, carefully any driver may handle his car he can never be sure that he will not suddenly meet some emergency. Someone once wittily advised a young, but conceited driver, who was explaining what he could do, that he must also "remember what the other fool on the road may do."

It is in emergency that experience counts. The Epsom defendant was quite right in urging that it was greatly in his favour that he was a tried and experienced driver. In emergency there is no time to think. The action of jamming on both brakes hard, and retaining full control of the steering gear must be automatic. It is, perhaps, what the psychologists call the control of the situation by the subconscious mind. It may be also that what is needed is an essentially masculine mind, or a mind that keeps calm in a crisis.

Some ladies possess that type of mind and some men do not possess it. It is more rarely met with in old age than when a man is in his prime.

LADY DRIVERS.

There is no earthly reason why ladies should not drive cars through any traffic, provided that they are not nervous and have had enough experience with the car.

It is a delight to many of us who are motor enthusiasts to note that several Chinese ladies are to be seen driving cars in Hongkong.

It is very much wiser for a lady to learn on a light car. In common with all drivers they must remember that it is dangerous to chat with the passengers in traffic.

As evidence of what a lady driver can do the exploits of Miss Violet Cordery, the English lady motorist who is only twenty-three years old, may be mentioned. Last month she created the record for long distance motoring in Italy. She was the Captain of an English team of six drivers.

On the largest racing track in the world, which is twelve miles outside Milan, she did 10,000 miles at the average rate of a mile a minute. She recently won the mile race on Southport sands.

THE DECISION.

The magistrates at Epsom decided in favour of the defendant and he now retains his clean record sheet.

The tendency in England is to punish severely any motorist who really is guilty of reckless driving. That is a policy which all owner-drivers, and, indeed, all owners, will support. It is the prosecutions for trivial offences that are so annoying. It may be humbly suggested to the Captain Superintendent of Police that a formal warning would sometimes be a fairer method of dealing with a trivial error about parking than the summons to appear before a magistrate.

THE CAR AND THE INQUISITIVE CHILD.

The unfortunate escapade of a small boy of about six years of age who set in motion a big touring car, which had been parked on a steep gradient, might easily have had far more serious results.

The car appears to have been badly damaged and the wall into which it crashed after it had gathered considerable momentum did not fail to show signs of the force of the impact.

The story is current that the crash could be heard at quite a distance.

Before discussing the problem of the unattended car, it may be well to emphasise the need of caution when leaving a vehicle on a slope.

The driver should turn the wheels so that, if by any chance the car is set in motion it strikes a wall or something that will bring it to rest as soon as is possible.

In this particular case the chauffeur should certainly have never left the wheels turned so that the car could run a considerable distance.

LEAVE IT IN LOW GEAR.

The next point to be stressed is that a car should not be left on a slope unless either the lowest gear, or the reverse gear is in mesh. If the hand brake is taken off and the car starts in motion the work done on the compression of the engine is sufficient to take off a good deal of the energy that accumulates owing to the weight of the car dragging it down hill.

It is probably needless to add that the assumption is made that every driver switches off the ignition and closes the throttle before he leaves a car unattended.

FOOL-PROOF.

Now comes the real problem of the inquisitive or dare-devil type of child. Can we hope to be able to arrange that he will never damage a car?

Alas! it is an impossible hope. Machinery can be made nearly fool-proof, but it is almost impossible for adults to anticipate the workings of a small child's mind.

A little knowledge is a dangerous thing. It is advisable to impress on children, not how simple a thing is a car, but how fearsome.

Ford parents allow their miniature off-spring to steer a car and to play about with the lights. They even gratify the infant by allowing him to work the self-starter. It is like playing about with fire.

Curiosity is woman's curse, but in a man it is ten times worse. In a child it is the one dominant passion. Children are always asking "Why?" They are always out for an experiment until they get hurt. Then they soon forget and try something else.

The child who made the experiment with a car on the Peak doubtless had the scare of his young life.

His instinct of self-preservation must have been well developed. He hopped out of the car as soon as it began to move and is reputed to have made a considerable noise as he bolted for home.

THE NEW FITTING.

This particular car was a new model. The arrangement for the control of the hand brake is different to any previous models. It was this unusual fitting that attracted the attention of the child. It is really doubtful whether this new type of hand-brake control will survive.

Without in any way minimising the danger of allowing infants to roam about the highway unattended—many a child has rushed under the wheel of a moving car and lost his life as a result—it must be emphasised that the car was wrongly parked.

It should have had the low gear meshed and the wheels ought to have been slowed round so as to allow the minimum run possible. On such a steep slope a brick or big stone under a rear wheel is an additional precaution. It is only to be used on condition that as soon as the car is ready for service the brick must be moved off the roadway.

Unpleasant memories of sticking such an obstacle on the road while cycling downhill in the dark many years ago makes one motorist loth to recommend this as a general practice.

An obvious precaution is to send a coolie to take care of the car while the chauffeur has his chow.

The occupants of a car coming round the bend shortly after the empty car crashed into the wall must have realised that they had had a narrow escape. The damage would have been even greater if two bodies, moving in opposite directions at a fairly good speed, had crashed into one another.

No doubt every parent in the Colony will keep the moral of this episode well in mind—for nine days or rather less.

THE AMAZING MOTOR CYCLES.

Although there has not been any great change in the appearance of motor cycles for some years there has been a continuous improvement in the materials and design.

The maximum speed at which these small engines are now run is remarkable. In the pre-war days a speed of 3,000 revolutions per minute was talked about but it is doubtful whether engines ran at that speed for more than a few seconds.

It has been recently stated that the makers of the famous J.A.P. motor-cycle engine have obtained 7,000 r.p.m. There are a number of standard engines that can be run at 5,000 r.p.m.

Since the power of an engine varies directly as the r.p.m., it follows that an engine running at 5,000 r.p.m. develops just twice the horse-power of the same engine running at 2,500 r.p.m.

On the other hand it must be realised that the stress on the materials in many parts of the engine varies as the square of the r.p.m. That is to say the materials are stressed four times as much when the speed of the engine is doubled.

This proves that the strength and reliability of the materials now used are over 50 much greater than was the case ten or fifteen years ago.

At these high speeds careful attention must be paid to lubrication. When we remember the rapidity with which a modern modern cycle will gain speed and the gruelling that many of these machines receive at the hands of impulsive riders, to say nothing of the effect of bad patches of road, it is astonishing that they need so little attention and repairs.

It is electrical equipment that seems to give most trouble in this part of the world. The magneto is, after all, a delicate piece of mechanism. When it has to run so as to keep pace with a 5,000 r.p.m. engine it is really not surprising that sometimes it fails. Especially vulnerable to wet and damp, it is remarkable that the magneto is so reliable as is the case as a motor-cycle magneto must receive more road-splashes than one carried on a car.

If only some ingenious inventor would invent a system of ignition that would not depend on insulation for its continuous efficiency!

The next best thing is to obtain the finest quality when you purchase any electrical fittings; especially for work in the tropics.

ABANDON SOLID TYRES.

It is most desirable to encourage the use of motor-lorries in Hongkong. No one can see, for the first time, the women and children carrying loads of bricks and other materials—usually building materials—along the roads and up the hills without feeling that such a state of affairs ought not to exist in any well regulated community. It is true that after a time we become used to these things, but we always retain a desire to remedy them even if a more extended knowledge of things Chinese enables us to say "There are millions of other human beings in Asia who act as carriers of loads."

The only solution is the substitution of the wheel for the human shoulders and mechanical energy for human muscular effort. That is one great reason why it is our duty, as members of this civic community, to urge on all occasions the use of motor lorries.

There is another good reason why motor vehicles should be used. Time is saved. In these days time is an important factor.

THE ROAD SURFACE.

Solid tyres on motor lorries cut-up the roads. Surely the time has come to consider, seriously, the question of abandoning solid tyres. Over and over again it has been proved that the modern giant pneumatic tyre gives a wonderful mileage without trouble. The old boggy of a puncture has almost disappeared. Not only has the tyre improved, but the road surfaces, at any rate on the island of Hongkong, are now so good that you may wear a pneumatic tyre down to the canvas without fear of a puncture.

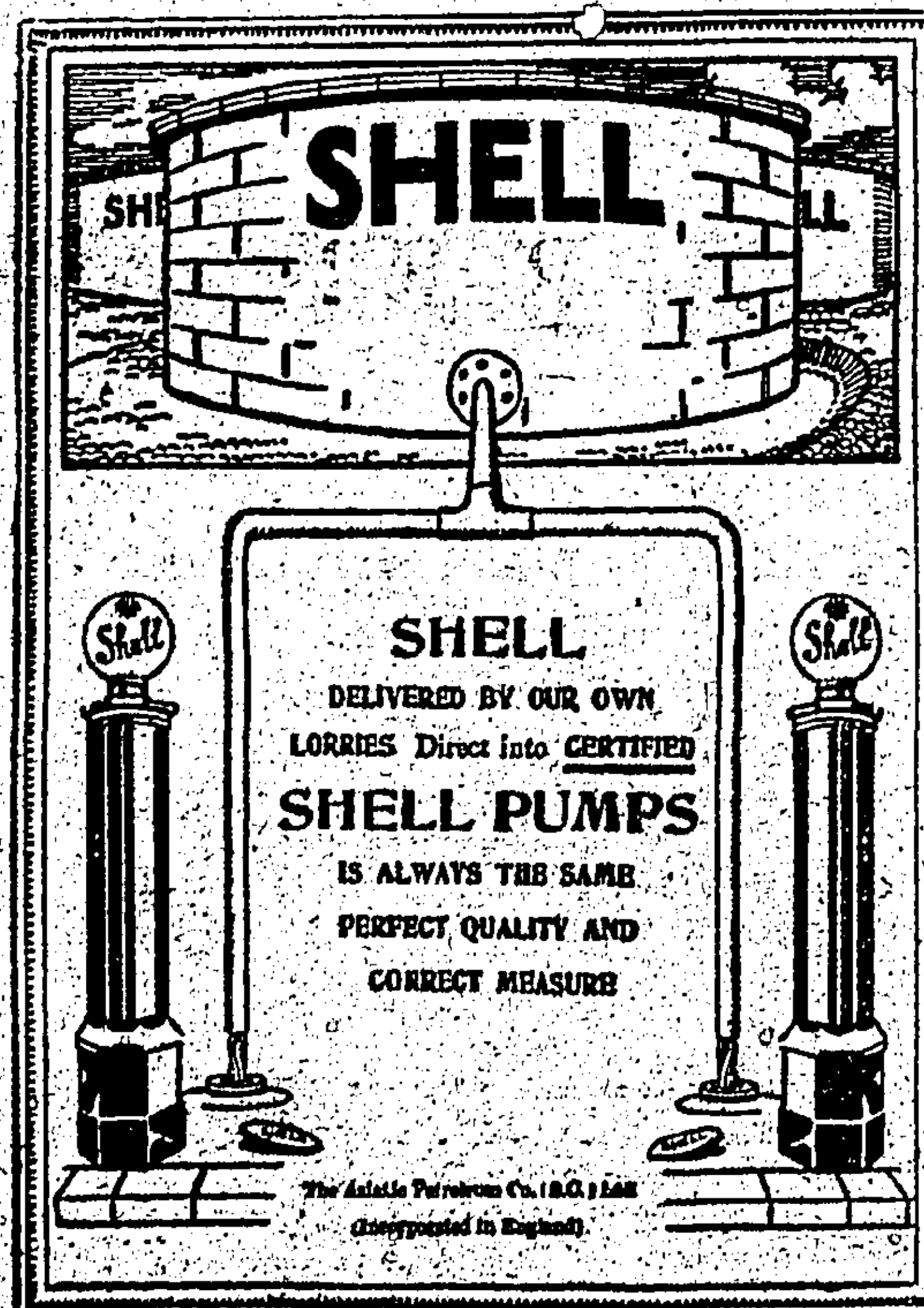
The motor vehicle benefits very much by the use of a pneumatic in place of a solid tyre. So does the road. The lessened shocks and the absence of jolts and vibrations must tell on the life of the chassis.

Vehicles that are shod with solid tyres have a way of shedding nuts and even bolts. It is said that in London you may see at any stretch of road paving "hundreds of nuts and bolts embedded in its surface." They are not dropped by motor-cars but by the heavy solid tyred motor-lorries.

There is no doubt that the noise caused by the heavy vehicle shod with solid tyres does create a prejudice against it.

It would be of interest to have a frank export opinion on the subject of the wear and tear of the roads caused by solid tyres from the engineers of the Public Works Department.

Many leading firms are fitting pneumatic tyres as standard equipment for motor-lorries. It would be a good thing for the roads if all firms did so.



SHIPPING NEWS.

ARRIVALS.

June 13th.
Conus, British str., 3,423 tons, Capt. E. F. Patterson, from Tarakan, which port she left on June 7th, lying at North Point.—Asiatic Petroleum Co.
 June 14th.
Akera, British str., 3,311 tons, Capt. J. Thomson, from San Pedro, which port she left on May 13th, with a cargo of fuel oil, lying at North Point.—Asiatic Petroleum Co.
Kiukiang, British str., 1,223 tons, Capt. A. Peterson, from Haiphong, with a cargo of coal, lying at Quarry Bay.—B. & S.
Santhia, British str., 4,841 tons, Capt. A. B. D'Cruz, from Singapore, which port she left on June 9th, with a general cargo, lying at Kowloon Wharf.—Mackinnon, Mackenzie & Co.
 June 15th.
Changie, British str., 2,570 tons, Capt. F. C. Gumbrell, from Melbourne and Manila, the latter port she left on June 12th, with 400 tons of general cargo, lying at buoy No. A1.—B. & S.
City of Canton, British str., 4,471 tons, Capt. H. G. Jenkins, from Cochin and Singapore, the latter port she left on June 10th, lying at buoy No. A2.—Bank Line.
Empress of Asia, British str., 8,833 tons, Capt. A. J. Holland, from Vancouver, which port she left on May 27th, with a general cargo, lying at Kowloon Wharf.—C.P.R.
Kwong Sang, British str., 1,428 tons, Capt. C. A. Robertson, from Tsingtau via Shanghai and Foochow, with a general cargo, lying at West Point Wharf.—Jardine, Matheson & Co.
Santos Maru, Japanese motorship, 4,389 tons, Capt. T. Kamishiro, from Kobe, which port she left on June 10th, with 202 tons of general cargo, lying at Kowloon Wharf.—O.S.K.
Tai Sze Ma, Chinese str., 409 tons, Capt. Lo Yat Sun, from Kwang Chow Wan, with a general cargo, lying at buoy No. C35.—Wing Yin & Co.
Tak Hing, Chinese str., 105 tons, Capt. Lo Shan, from Nam Tau, with a cargo of vegetable, lying at Luen Cheong Wharf.—Fook Hoi S.S. Co.
Tjimonari, Dutch str., 6,010 tons, Capt. T. J. Duit, from Shanghai and Keelung, with a general cargo, lying at buoy No. A6.—J.C.J.L.

CLEARANCES.

June 15th.
Anking, for Amoy.
Jade, for Kwang Chow Wan.
Katsu Maru, for Swatow.
Kianglung, for Bangkok.
Santhia, for Amoy.
Santos Maru, for Saigon.
Sui Yik, for Sha U Chung.
Nechuen, for Amoy.
Takada, for Singapore.
Tak Hing, for Haiphong.
Tjikembang, for Shanghai.

SHIPPING MOVEMENTS.

The P. & O. s.s. *Kashgar*, from Hongkong, arrived at Marseilles on June 14th at 7 a.m.

VESSELS IN DOCK.

The following vessels are in Dock:—
Kowloon Dock:—*Navat*, *Turbo*, *Taikoo*, *Seang Bee*, *Sochow*, *West Cayote*, *Tuichan*, *Anhui*.

HONGKONG SHIPPING.

With three more vessels arriving than on the previous day several of which carried heavy freights, yesterday's shipping statement recorded an all round increase in cargo, compared with the figures for the previous twenty-four hours. There was a total increase shown of 25,501 tons. Hongkong cargo had gone up by 9,601 tons and freight for ports beyond by 15,900 tons. Both with regard to cargo for Hongkong and other ports British vessels carried the most.

The number of vessels in the harbour at 9 a.m. yesterday was 59, of which 32 were British. During the previous twenty-four hours fifteen vessels arrived, viz.—nine British, one Dutch, two Japanese and three Chinese. The departures over the same period came to eleven, viz.—One British for Port Redan, one British and one Chinese for Kwang Chow Wan, one Chinese for Haiphong, one British, one Japanese and one German for Shanghai, one Chinese for Amoy, one Chinese for Sha U Chung and one British and one American for Singapore. Clearances numbered four, viz.—one Chinese for Kwang Chow Wan, one Japanese for Batavia, one Japanese for Singapore and one Japanese for Shanghai.

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 CABIN CLASS ACCOMMODATION FOR 30 PASSENGERS.
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FOR EUROPE

M/S "VOGTLAND" ... sailing from here on or about the 16th June
 S/S "FREUSSEN" ... sailing from here on or about the 16th July

SAILINGS FOR SHANGHAI AND JAPAN—

M/S "REMLAND" ... due here on or about the 6th July
 M/S "MUNSTERLAND" ... due here on or about the 3rd August

For freight, passage and further particulars please apply to

JEBSEN & CO.
 12, PEDDER STREET.
 TEL. C. 2225.

CARGO ENTERED.

(During the 24 hours ended at 9 a.m. yesterday).
 For Hongkong ... 15,548 tons.
 For ports beyond ... 34,070 "
 Total ... 39,618 "
 (During the previous 24 hours ended at 9 a.m. on Monday).
 For Hongkong ... 5,047 tons.
 For ports beyond ... 8,170 "
 Total ... 14,117 "

Of the cargo for Hongkong, British steamers brought no less than 13,810 tons, the remaining 1,738 tons being divided in six vessels of other nationalities. The heaviest cargoes in British vessels were 6,047 tons, 4,000 tons and 1,132 tons. With regard to freight for ports beyond, British steamers carried 12,741 tons and other vessels 11,329 tons. The largest entries were 6,380 tons, 3,782 tons and 2,200 tons (British) and 7,336 tons in a vessel under another flag.

The arrivals for the twenty-four hours ended at 9 a.m. yesterday were as under:—

Changie (British) from Melbourne and Manila with 400 tons of general cargo, mail and 370 tons for ports beyond;
Kiukiang (British) from Haiphong with a nil entry for Hongkong but 2,200 tons for ports beyond;
Seechen (British) from Shanghai and Amoy with 400 tons of general cargo and mail;
Chak Sang (British) from Haiphong with 841 tons of general cargo and mail;
Hai Ching (British) from Foochow and Amoy with 300 tons of general cargo and mail;
Conus (British) from Tarakan with 4,000 tons of general cargo and 3,782 tons for ports beyond;
Akera (British) from San Pedro with 6,047 tons of general cargo;
City of Canton (British) from Liverpool and Singapore with a nil entry;
Santhia (British) from Calcutta and Singapore with 1,132 tons of gunnies, tenk squares, shellac, peas, coffee, rice, pig lead, rattan, jade-stone, etc., mail and 6,380 tons of cotton, fibre, rice, beans, pig iron, gunnies and shellac, etc., for ports beyond;
Tjimonari (Dutch) from Shanghai and Keelung with 440 tons of general cargo and 1,330 tons for ports beyond.

Santos Maru (Japanese) from Kobe with 202 tons of miscellaneous cargo, mail and 2,403 tons for ports beyond;
Hakone Maru (Japanese) from Middleborough and Singapore with 704 tons of general cargo and 7,336 tons for ports beyond;
Tak Hing (Chinese) from Nam Tau with 3 tons of vegetables;
Tee Sze Ma (Chinese) from Kwang Chow Wan with 200 tons of general cargo;
Tak Hing (Chinese) from Nam Tau with 5 tons of vegetables and 4 tons of fish.

Later arrivals yesterday, too late for inclusion in the above returns, were:—
Kwong Sang (British) from Tsingtau and Foochow with 900 tons of general cargo;
Empress of Asia (British) from Vancouver and Shanghai with general cargo, mail and general cargo for Manila;
Tak Hing (Chinese) from Nam Tau with 4 tons of vegetables and 3 tons of fish.

The total number of deck passengers entered for the twenty-four hours ended at 9 a.m. yesterday was 2,503, of which the s.s. *Santhia* (British) from Calcutta and Singapore carried 1,274; the s.s. *Seechen* (British) from Shanghai and Amoy 130; the s.s. *Santos Maru* (Japanese) from Kobe 903; and the s.s. *Hakone Maru* (Japanese) from Middleborough and Singapore 111.

VESSELS EXPECTED.
Alipore (P. & O.), due June 10th.
Empress of Canada (C.P.R.), due June 23th.

CANADIAN PACIFIC

EMPRESS EXPRESS

QUICKEST TIME ACROSS THE PACIFIC

17 Days from Hongkong to Vancouver.

LARGEST AND FASTEST STEAMSHIPS.

Special FARES to EUROPE.

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VICTORIA AND VANCOUVER

via SHANGHAI and JAPAN PORTS.

STEAMERS	H'kong	Shanghai	Kobe	Yokohama	Vancouver
EMPRESS OF ASIA	June 24	June 27	June 30	July 3	July 12
EMPRESS OF CANADA	July 9	July 12	July 15	July 18	July 26
EMPRESS OF RUSSIA	July 23	July 26	July 29	Aug. 1	Aug. 9
EMPRESS OF AUSTRALIA	Aug. 6	Aug. 9	Aug. 11	Aug. 14	Aug. 22
EMPRESS OF ASIA	Aug. 19	Aug. 22	Aug. 25	Aug. 28	Sept. 6
EMPRESS OF CANADA	Sept. 3	Sept. 6	Sept. 9	Sept. 11	Sept. 20
EMPRESS OF RUSSIA	Sept. 16	Sept. 19	Sept. 22	Sept. 25	Oct. 4
EMPRESS OF ASIA	Oct. 14	Oct. 17	Oct. 20	Oct. 23	Nov. 1
EMPRESS OF CANADA	Oct. 29	Oct. 31	Nov. 3	Nov. 6	Nov. 15

(E/Asia and E/Russia call at Nagasaki the day after departure from Shanghai).

HONGKONG—MANILA—HONGKONG—SERVICE

Leave Hongkong	Arrive Manila	Leave Manila	Arrive Hongkong
June 16	June 18	June 19	June 21
June 30	July 2	July 3	July 5

Passenger Department: Tel. C. 752. Cables: GAOANPAO.
 Freight and Express: Tel. C. 42. Cables: NAUTILUS.



SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.

SHINYO MARU ... Tuesday, 29th June.
 SOUTH AMERICA via Japan, Honolulu, San Francisco, Los Angeles, Mexico and Panama.

RAKUYO MARU ... Tuesday, 17th July.
 GINYO MARU ... Wednesday, 25th Aug.

MARSEILLES, LONDON & ANTWERP via Singapore & Ports.
 KATORI MARU ... Saturday, 19th June.
 ATSUTA MARU ... Saturday, 3rd July.

SYDNEY & MELBOURNE via Manila & Ports.
 TANGE MARU ... Wednesday, 23rd June, at 11 a.m.
 AKI MARU ... Wednesday, 21st July.

NEW YORK and/or BOSTON via PANAMA.
 TOYAMA MARU ... Sunday, 20th June.
 BUENOS AIRES via Singapore, Durban & Cape Town, Delagoa Bay & Algoa Bay.

KAWACHI MARU ... Wednesday, 7th July.
 BOMBAY via Singapore, Penang & Colombo.
 TOYOOKA MARU ... Tuesday, 29th June.

CALCUTTA via Singapore, Penang & Rangoon.
 PENANG MARU ... Sunday, 20th June.
 SOURABAYA via Batavia, Cheribon & Samarang.

RANGOON MARU ... Thursday, 1st July.
 NAGASAKI, KOBE & YOKOHAMA.
 AKI MARU ... Saturday, 19th June.

SHANGHAI, KOBE & YOKOHAMA.
 HAKATA MARU ... Tuesday, 22nd June.
 AKITA MARU ... Thursday, 24th June.
 BOWA MARU ... Monday, 28th June.
 AWA MARU ... Monday, 28th June.

For further information, apply to—
NIPPON YUSEN KAISHA.
 Telephone: Central Nos. 291 292 & 2423.



SERVICES CONTRACTUELS

Mail Steamers	Next Sailings from Marseilles	Pro. Arr. at H'kong and Sailing for Shanghai and Japan	Probable Sailings from Hongkong for Marseilles
ANGKOR	...	...	22nd June, 1926.
PORTHOS	...	...	8th July, "
ANDRE LEBON	21st May, 1926	22nd June, 1926	29th July, "
PAUL LEBON	4th June, "	6th July, "	31st Aug., "
GENERAL METZINGER	18th June, "	20th July, "	27th Aug., "
FONTAINE BLEAU	2nd July, "	3rd Aug., "	31st Aug., "
AMAZONE	10th July, "	17th Aug., "	14th Sept., "

RATES OF PASSAGE MONEY TO MARSEILLES

(Including Table Wine and Free Doctor's Attendance).
 A Class 1st Class ... £ 99. 0s. 0d. B Class 1st Class ... £ 85. 0s. 0d.
 2nd Class ... £ 70. 0s. 0d. 3rd Class ... £ 61. 0s. 0d.
 Through Tickets to London and Leading Towns of Europe.
 Accommodation reserved in the Train at Marseilles.
LIGNES COMMERCIALES (Cargo Boats).
 s.s. "YALOU" from DUNKIRK, LONDON & HAVRE is due to arrive on the 21st June.
 Sailings subject to alteration without notice.

For full Particulars, apply to—
MESSAGERIES MARITIMES CO.,
 Telephone: Central 740. Agents: Messageries Maritimes Co., Ltd., 10, Queen's Building, Colaba Road.

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

TSINGTAU via SHANGHAI...	"KWONGSANG"	Thursday, 17th June, at Noon.
SANDAKAN	"HINSANG"	Thursday, 17th June, at 3 p.m.
OSAKA via MOJI & KOBE	"YUENSANG"	Friday, 18th June, at 7 a.m.
STRAITS & CALOUTTA	"NAMSANG"	Saturday, 19th June, at 3 p.m.
HONGKONG	"KWAISANG"	Sunday, 20th June, at 10 a.m.
TIENTSIN	"CHIPSANG"	Wednesday, 23rd June, at 7 a.m.
HAIPHONG	"MINGSANG"	Wednesday, 23rd June, at 10 a.m.
TSINGTAU via SHANGHAI...	"YATSANG"	Wednesday, 23rd June, at Noon.
OSAKA via SHANGHAI, MOJI & KOBE	"LAISANG"	Saturday, 26th June, at 7 a.m.
TSINGTAU via SHANGHAI...	"FOOSANG"	Wednesday, 30th June, at Noon.
TIENTSIN	"CHEONGSANG"	Monday, 5th July, at Noon.
STRAITS & CALOUTTA	"KUTSANG"	Monday, 5th July, at 3 p.m.
KOBE via MOJI	"ROSANG"	Friday, 9th July, at 7 a.m.

For Freight or Passage, apply to—

JARDINE, MATHESON & CO., LTD.

GENERAL MANAGERS.

Telephone: Central No. 215.

GLEN AND SHIRE

JOINT SERVICE OF STEAMERS.

U.K.—STRAITS, CHINA & JAPAN SERVICE.

OUTWARDS.

Vessel	Due Hongkong
"GLENSHIRE"	17th June.
"PEMBROKESHIRE"	11th July.
"GLENIFFER"	2nd "
"GLENOGLE"	5th Aug.

HOMEWARDS.

Vessel	Discharges	Leaves H'kong
"CARNARVONSHIRE"	...	20th July
	London, Rotterdam & Hamburg via Cran.	

Movements are subject to change without notice.

For Freight or further Particulars, please apply to—

JARDINE, MATHESON & CO., LTD.,

THE GLEN LINE, LTD., AGENTS.

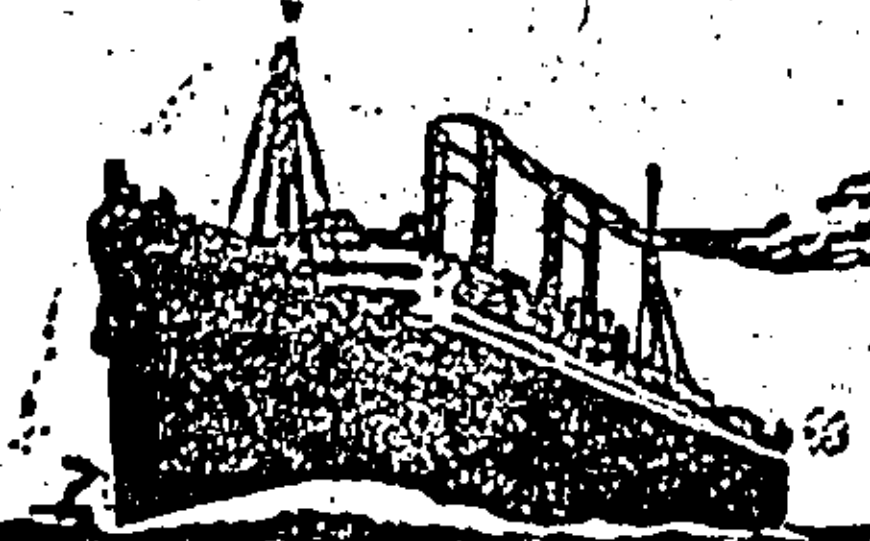
Telephone: Central No. 215 sub-ex. 23, and Central 3036.

NORDDDEUTSCHER LLOYD, BREMEN.

FAR EASTERN PASSENGER

AND FREIGHT SERVICE.

Cabin class £73. 4s. 0d. To GENOA.
 Intermediate class £48. 2s. 0d.



NEXT SAILINGS:

STEAMERS:	ARRIVAL AT HONGKONG AND SAILINGS FOR:	SAILINGS FROM HONGKONG TO:
"ACCOMMODATION FOR 100 CABIN CLAS AND 150 INTERMEDIATE CLASS PASSENGERS."	SHANGHAI AND JAPAN.	GENOA, MARSEILLES, ROTTERDAM, HAMBURG, AND BREMEN VIA MANILA, SINGAPORE, BELANG, COLOMBO AND PORT SAID.
"FRANKEN"	24th June, 1926	
"FOLDA"	15th July, "	22nd August, 1926.
"KONIGSBERG"	14th August, "	
"TRIER"	11th September, "	16th October, "
"SAARBRUECKEN"	9th October, "	13th November, "
"COBLENZ"	6th November, "	11th December, "
"ANHALT"	4th December, "	
"FOLDA"	30th December, "	6th February, 1927.
"DERFFLINGER"	27th January, 1927.	6th March, "

† Omit Marseilles call.

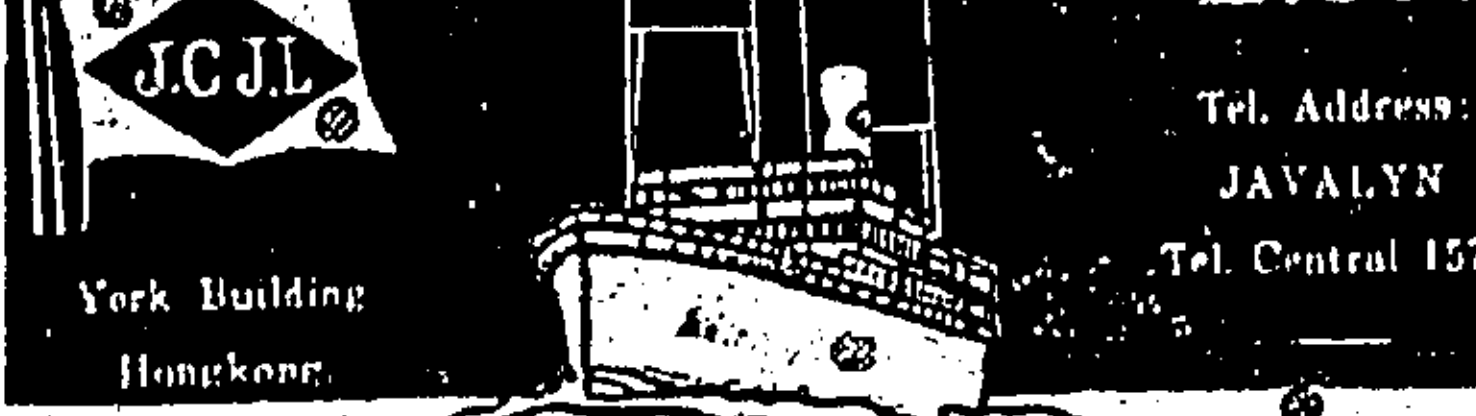
For Freight and Passage, please apply to—

MELCHERS & CO.,

Telephone C. 4557.
 2, Queen's Building, Colaba Road.

Agents, HONGKONG.

JAVA-CHINA-JAPAN LIJN.



REGULAR FORTNIGHT SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMERS	FROM	REPORTED ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
TIJKBANG	JAVA	13th "	16th "	SHANGHAI
TIJONDAKI	"	14th "	17th "	BATAVIA
TIJLEBOET	JAVA & K'LONG	15th "	18th "	AMOT, SHANGHAI & DALNY
TIJLABOEM	DALNY & AMOT	20th "	22nd "	M'KAR & S'BAI
TIJLABANG	JAVA	27th "	30th "	SHANGHAI
TIJLABANG	SHANGHAI	28th "	1st July	BATAVIA
TIJLABANG	JAPAN	4th July	6th "	BATAVIA
TIJLABANG	JAVA & K'LONG	6th "	9th "	AMOT, SHANGHAI & DALNY
TIJLABANG	DALNY & AMOT	14th "	16th "	BATAVIA

Wireless Telegraphy.
 The steamers are all fitted throughout with Electric Light and have accommodation for a limited number of saloon passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia.

For Particulars of Freight and Passage apply to the
JAVA-CHINA-JAPAN LIJN.

1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 2677, 2678, 2679, 26

